To be Permanently Preserved

App. F. IX-4

1942. (R.T)

Previous References.
R.T 54-40(Sht-2)
" 1-37(23-24)

File No. 53-42
Serial Nos. 1 to 3

PRESERVED PRESERVED

Later References.

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 3 three

" Reserve

Part A for Aug '43.

SUBJECT.

Abolition of the Interior Toll-gates

To
The Comptroller M. Ly
T 3512/R.T 53-42-2 Dated 29th June '43.
Directs the abolition of Certain interior toll-g
from 1st July '43.

Copy to
The Hon. Commr
" D.Cs of Dts (except C' Drug & Kpalwe Dts
" Pdts of Dt Bds thro' D.Cs (---- do ----

T 3513-27/R.T Dated 29th June '43.

To
The (1) R.C (2) C. of Police (3) Secy to Govt. PWD (4) D.Cs of
exp M.T.B (6) Comptroller
T 200 43

Abolition of the Interior Toll gates
Report of the Road Reclassification Committee — —
1497

General and Revenue Secretariat

RT File No. 53 of 1942. [App. F. III-2

Serial No.

No. T 2043/42-3 Dt. 22nd. Jany '43

From: Secy. to Govt. Road Classification Cttee.

Subj: the report of the Rd. Classification Committee with regard to the abolition of the Interior Toll-gates.

1 The question relating to the abolition of all interior Toll-gates was referred to the Road Reclassification Committee for examination and for its opinion as to the advisability of abolishing tolls on Motor Vehicles at the interior toll-gates and the possibility of recouping at least a portion of the resulting loss of revenue (please Vide Govt. O No. T 2590/R.T 54-40-2 Dt. 20th Mar '41)

2 The Committee recommends the abolition of all interior toll gates except —

(i) the four toll-gates at Thalaghattapura (B'lore Tk, Hampapura (Heggaddevankote Tk), Walluripala (Hunsur Tk) and Tarikere where there is heavy traffic in timber and fuel and

(ii) those on the recently constructed bridges at T. Narsipur, Akkihebbal (K.R.Pet Tk) Gorur (Hassan Tk), Ramanathpura (Arkalgud Tk) and Thirthahalli in order to recoup at least a portion of the expre incurred on their Construction.

WD 14155—GPB—55,000—23-10-41

Abolition of the interior toll-gates — —
Report of the Road Reclassification Committee re:

File No. of 194 . | General and Reven Secretariat

Serial No.

3 The Committee is not in favour of enhancing the present rate of toll on Motor Vehicles at frontier toll-gates.

4 With a view to recoup at least an appreciable portion of the resulting loss of revenue to Govt the Committee recommends that the present rate of half-yearly** Tax on Motor cycles and Cars be raised to the level of the rate prevailing in the C&M Stn. B'lore and that the rates of Short** Term Licenses be enhanced as to correspond to those obtaining in Madras. These increased rates are expected to give an additional revenue of Rs 60,000/- which makes up the loss of revenue consequent upon the abolition of interior toll-gates. (The resulting loss* of revenue to Govt by the abolition of interior toll-gates is stated to be Rs 55,000/- in round figures).

(Pg 8 of the Rs 4 ort)
Flag 'A'

Flag 'A'
(Pg 8 of the Report)

(Page 25 of the ort as Placed below)
Flag '25'

5 Submitted for orders.

29/1

5 If the interior toll gates are bolished, it is estimated that the ss of revenue would come to Rs 55,000/- compensate this loss, the Road classification

Abolition of Interior Toll-Gates.

1497 L. 1629

General and Revenue Secretariat — R.T. File No. 53 of 1942. — [App. F. III-2

Serial No.

Comee has recommended the ~~Revision~~ rates of the Vehicle tax in certain Case which would bring in a revenue of Rs 60,000/-

6) The proposed rates generally exceed the maximum rates prescribed in Schedule II of the Mysore Road Traffic & Taxes Act, VI of 1935. So ~~before~~ for these revised rates to be levied, the said Act has to be amended.

1/2/43

7) A draft orders as to the 2nd

4/2

Letter No. P.W. 5559 & 8.2.43 from the Secretary to Govt. P.W.D. Stating that the recommendations of the Road Classification Committee dealt with in Chapter IV paras X to XI relate to the revision of the Vehicle tax & abolition of certain interior toll gates, orders on which have to be obtained in the Administrative Branch of the Secretariat.

8) So ~~far~~ as the revision of Vehicle tax is concerned, the present Mysore Road Traffic & Taxes Act VI of 1935 has to be amended. It is for orders if the other question relg. to the abolition of certain

WD 94155—GPB—55,000—28-10-41

1497/16

Abolition of the interior toll gates —
(Report of the Road classification
Committee re: —).

File No. of 194 . | General and Revenue Secretariat

Serial No.

interior toll gates may be carried with
the above Act is amended, as the loss resulting
thereby cannot be recouped.
15/2/43. 15/2

The report of the Road Classification
Committee is placed below for perusal.
(Chapter IV Page 7 & 8).

The question of abolition of
the interior toll gates will have to be taken up
along with

9 The report of the Road Classification Committee s placed below for perusal:-

10 The recommendations of the committee which equire examination by the Traffic Board are those contained in paras 1 to 4 of Chapter IV of the report.

11 The Committee have recommended the abolition of ll the interior toll-gates excepting those on bridges ecently constructed and at places where there is heavy raffic in timber, stone and fuel. The committee have ecommended retention of the following interior toll-ates:-

Thalaghattapura (Bangalore Taluk),

Hampapura (Heggaddevankote Taluk),

Nallurpala (Hunsur Taluk),

and Tarikere,

here there is heavy traffic in timber and fuel and t bridges at T.-Narsipur, Akkihebbal, Gorur, Ramanathpur and Tirthahalli.

Serial No.

12 The committee do not recommend enhancing the present rate of toll on motor vehicles at the frontier toll-gates. The abolition of the interior toll-gates recommended by the committee will result in loss of revenue to Government. In order to recoup the resulting loss of revenue the committee have recommended that the present rates of half-yearly tax on motor cycles and cars be raised to the level of the rates prevailing in the C. & M. Station and that the rates of 'short-term licenses' be enchanced so as to correspond to those obtaining in the Madras Presidency. These increased rates are expected to give an additior revenue of about Rs.60,000/- as against a loss of -- revenue of about Rs.55,000/- due to the abolition of interior toll-gates.

13 To give effect to the proposed revision of motor vehicle taxes, it will be necessary to amend the present Mysore Road Traffic and Taxes Act VI of 1935. The Mysore Motor Vehicles Bill is now ready for being placed before the legislature and after it is passed into law, it will also be necessary to amend the Road Traffic and Taxes Act. Further due to the rationing of petrol and tyres, it may perhaps be not very opportune to enhance the taxes on motor vehicles at present In the circumstances, it is for consideration whether while accepting the recommendations of the committee

WD 04165—GPB—55,000—23-10-41

1629
T13

Abolition of the interior toll-gates --
(Report of the Road Classification Committee).

File No. of 194 .

General and Revenue Secretariat.

Serial No.

8224

12665

27/4/43

OFFICE OF THE MINISTER FOR FINANCE & REVN.
2 APR. 1943
No 9050

he necessary amendments to the Act may be made after he passing of the Mysore Motor Vehicles Bill. The bolition of the interior toll-gates may perhaps be postponed till then.

Hy

Lacy)

14 The question may be considered after the Motor Vehicles Bill is passed into Law.

Chs
23-4-43

Minister for Law

15 The proposals may be accepted & Govt Meet to frame 1st July next

RVA
28.4

Duncan)

16. I agree. It should be given effect to when the Road Traffic and Taxes Act is amended. We need not wait for the new Motor Vehicles Bill to be passed. It will deal with Taxes only.

17. May be disposed of by Circular.

18 Secy

19 Secy 1/5/43

3/5

Chief Secretary

Chs
3.5.43

OFFICE OF THE MINISTER FOR FINANCE & REVENUE
3 - MAY 1943
No 9328

Serial No.

20) It is not necessary to include in an amending Bill S 36 of the Road Traffic & Taxes Act - provide for the amendment of the Scheduled Tax Gradings Subject to the approval of the L.C. by a resolution recorded in this behalf. A resolution may be moved in the L.C.

Sec
8.5.43

Minister Law
& Devan 21) Kull 10/5

23) Sec. May be informed by circulation a Hansard

Mar
11/5/43
C.

OFFICE OF THE MINISTER FOR FINANCE & REVENUE
- 8 MAY 1943
No 9470

10848

- 12. MAY 19..
SECRETARIAT

24) Chief Secty 12/5

Initialled with a circulation Memo
2
10/5/43 WP 12/5/43

NOTE—Contn. Sheet.

Serial No.

20) It is not necessary to include in an amending Bill.

S 36 of the Road Traffic & Taxes Act - provides for the amendment of the Schedule of the Gradation Agreement subject to the approval of the H.C. by a resolution recorded in this behalf.

A resolution may be moved in the H.C.

Ans
8.5.43

Member-Law
Devan 21) Kull 10/5

23) Sec. May be effected by resolution as I have stated above.

Ans
11/5/43

24) Chief Secy
11/5

OFFICE OF THE MINISTER FOR FINANCE & REVENUE
- 8 MAY 1943
No 9470

10848

- 12. MAY 19..
...SURE.

Submitted with a recommendation
Please
10/5/43 WD
12/5/43

NOTE—Contn. Sheet.

For Disposal by Circulation. **No. C. 1080**

.....7...1942.43

GENERAL AND REVENUE SECRETARIAT

Council Matter

Subject

Proposal for the abolition of the Interior Toll Gates.

Circulated to the Council of Ministers.

By Order,

.....12th...May.... *194* 3. *Chief Secretary to Government.*
12/5/43

Minister for Revenue and Law.

6540/12/5 **Minister for Public Works.** 16.5.43

9567/17/5 **Minister for Local Self-Government and Public Health.** 18.5.43

402/18.5.43 **Minister for Industries and ~~Commerce~~ Supplies.** 21/5

898/24/5 **Minister for Education.** 26/5

Lawrence

WD 02720—GPB—500—24-4-43

SECY. L. PT. 26/5 SECRETARIAT

WD 26/5/43 Secy 26.5.43

Abolition of Interbus or Toll Gates 9

M. T[illegible]. F. 13]

Mysore Traffic Board

RT File No. 53 of 1942 1629

Serial No.

vs D.T.N. Subd for consideration.

28/5/43. Fwd for favr of aptd

28/5/43

Labs)

Submitted

29.5.43

28/5/43

30/5

29 signed T.N. in duplicate placed below.

29/5/43. 30 Submitted

SECY LAW DEPT. 1470 29/5/43 MYSORE

OFFICE ... TER FOR ... REVENUE 29 MAY 1943 10136

N 8873

Final Note by the Minister for Revenue & Law

Subject.—

Abolition of Interior Toll-Gates.

Representations having been made for the abolition of tolls on motor vehicles at the interior toll-gates to avoid inconvenience caused to the motoring public, Government referred the question to the Road Classification Committee constituted in their Order dated 19th September 1940 over which I presided.

The Committee's recommendations are (a) that the four toll-gates at Thalaghattapura, Hampapura, Nallurpala and Tarikere where there is heavy traffic in timber and fuel and those on the recently constructed bridges at T-Narsipur, Akkihebbal, Gorur, Ramanathapur and Tirthahalli may be retained and the rest of the interior toll-gates abolished; (b)(1) that the present rates of half-yearly tax on motor cycles and cars be raised to the level of the rates prevailing in the Civil and Military Station, Bangalore and (2) that the rates of 'short-term licenses' be enhanced so as to correspond to those obtaining in the Madras Presidency.

To give effect to the recommendations of the Committee regarding increase of tax on motor vehicles Schedules II-A and and II-E of the Mysore Road Traffic and Taxes Act, VI of 1935 will have to be amended, and as provided in Section 35 of the said Act a resolution to amend the Schedules will be tabled before the coming session of the Legislative Council.

I consider that the recommendations of the Committee be accepted and given effect to from 1st July 1943.

The Dewan and the other Ministers agree. I solicit the gracious approval of His Highness in the matter.

M. Imam Tarawan

Bangalore,
31st May 1943.

Minister,
Revenue and Law.

Submitted to His Highness.

I submit herewith a Final Note by the Minister for Revenue and Law on the subject of the recommendations of the Road Classification Committee regarding the abolition of certain interior toll-gates and other matters, for His Highness's gracious approval.

Bangalore,
3rd June 1943.

K. V. Ananta Saranarayana
Minister for Revenue & Law
in charge of current duties of the Dewan.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Recommendations of the Road Classificat Committee regarding the abolition of certai interior toll-gates and other matters.

No.871

Order.

7/6/'43

2665

GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE.

General and Revenue Secretariat

Requisition for papers

Section R.T.

A

B

Filed

Deposit No.

File No. R.T. 39-44

Serial No. 1 to 3

To be put up Diary No. of 1950 by no not required please put it on record

Signature Malpani Satyanarayana

Branch Traffic Board

Section

Date 8/3/50

WD 0370-2—GPB—750 books of 100 pp. each—16-10-39

(13)

General and Revenue

Secretariat.

C108

SUBJECT:—

Recommendations of the Road Classification Committee regarding the abolition of certain interior toll-gates and other matters.

(*)

14. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Ministers for perusal after the issue of orders.

16. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after, to the Chief Secretary for circulation to the Ministers.

17. In all other cases, the files will first be circulated to the Ministers at Headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Council of Ministers for perusal of His Highness' orders before/after issue of orders. (*Vide* Rules 14, 16 and 17 of the Subsidiary Rules of the Mysore Government Business Rules.) (*)

Veeraraghavaiah
Chief Secretary to Government.
14/6/43

Through the Secretary to Government,

.....Law.....Department.

16.6.

Minister for Revenue and Law. (Seen)

Minister for Public Works. 16.6

Minister for Local Self-Govt. and Public Health. 17.6.43

Minister for Industries and ~~Commerce~~ Supplies. 30/6

Minister for Education. 1/7 Law Secy.

7326/16/6
102/64
16/6
1308/24.6.43
1732/1/7/43.

2718—GPB—500—21-4-43

Abolition of Interior Toll gate.

M. T. B. F. 15j

Mysore Traffic Board | R.T File No. 53 of 1942.

SECRETARY 2611 JUN 24 1943 MYSORE TRAFFIC BOARD

Serial No.

1.

Submitted:-

31. The main file on the subject is under circulation after receipt of His Highness' orders approving the recommendation of the Road Classification Committee with regard to the abolition of certain Interior Toll gates and other matters.

32. As it has been ordered that the abolition of these gates should be given effect to from 1st July 1943, a draft notification is put up for publication in the next issue of the Gazette on 1st July 1943.

33. In this connection, kind reference is invited to the proviso under Section 15 of the Road Traffic and Taxes Act according to which the Dist. Board concerned should be given an opportunity of expressing its opinion on the proposals to abolish an existing toll bar on a road maintained by a Dist. Board, before a decision is come to. Such toll gates in question are (i) Nandi in Kolar Dt. and (ii) Hebbur and Nidasale in Tumkur Dt. When the Nandi Toll gate was established in March 1938, the Dt. Bd. was no consulted in the matter. It is a toll gate newly opened after 1st January 1936 when the management fell prove. and Dt. Bd. Toll ~~gate~~ gates was taken over by Govt. under the Road Traffic and Taxes Act and it is now to be abolished.

34. The Report of the Road Classfn. Committee was forwa to the Presidents of all Dt. Boards in Jany '43. The Presdt. of the Tumkur Dt. Bd. is a member of the Mysore Traffic Board present and he was at the recent meeting of the Board held on 29.5.'43

Seria No.

on the recommendation of the R.D. Blagpn. Comee. were moved. In the circumstances, it is for consideration whether the notification abolishing the toll gates from 1.7.43 as published in the next issue of the Gazette and the orders of the Govt intimated the action.

35 It may also be mentioned in this connection, that the two gates Hebbur & Nidasale are situated on the main - Municipal - Madduru road which is now treated as marketing road & the finances jointly the Dt Bd. and the Govt. Further the Dt Bd will not suffer financially by the abolition of their toll gates 1/VII/43 as they continue to get the fixed amount of compensation payable to them by Govt.

24/6 36 The three toll gates on ~~District~~ Board roads maintained by the Dt Boards which are now proposed to be abolished are (1) the Nandi Toll gate (2) the Hebbur toll gate on the Tumkur-Kunigal road and (3) the Nidasale on the Kunigal-Madduru Road.

37 Of these the Nandi toll Gate was established in 1938 without previously consulting the Dt Board. It is now proposed to abolish it.

38 As regards the other two gates it may be noted that though we have not formally consulted the Tumkur Dt Board, the President of that Board who is a member of the Traffic Board was present at the

Serial No.

Traffic Board meting held on 29/5/63 when the Board approved the recommendations of the Road Classification Committee.

39 Further Copies of the report of the Road Classification Committee were sent to President of all Dt Boards in January 1963. No Comments were received.

40 In the circumstances it is proposed to issue the notification abolishing the toll gates, as this has to be given effect to from 1st July 1963. The action taken will be intimated to the Dt Boards

41 Draft notification is submitted for kind approval.

25/6/63

Lady).

42 The district Boards may be presumed to have had no Rice under the circumstances reported above especially as copies of the reports of R.C. Committee were sent to them. They are not affected in any way by the abolition of the Toll gates. There is no time to go through the formalities of consulting DC Boards

43 The Notification may

Abolition of Interior Toll gates.

RT File No. 53 | 2611 of 1942. | Mysore Traffic Board.

Seria No.

issue

Chief Secy
25-6-43

44 To file

45 To file

1) Notifn. No. T.3512/RT 53-42-2 dt 29.6.43. 2

do the Comptroller, Mysore Gazette

Direct the abolition certain Interior Toll gates from 1.7.43.

3513-21 do - copy to

R.C., Secs. Govt. (excepting Buildings (Roads)) the Health. Govt dtd 30th May the Secy. (except. . . do - 1 for information.

OFFICE OF THE MINISTER FOR [illegible] & Law 25 JUNE 1943 No. 10761

T.T. 28 JUNE 1943 GEN. & R. . .

Published on page 716 Part IV-1 of the Gazette dt 1.7.43.

Secy Law Dept. 8/7/43.

Draft G.O. formally accepting the recommendations, of the Rd Classification Committee is submitted for consideration.

10/7

A formal G.O accepting the recommendations of the Committee appears to be necessary.

For approval

Lawley

Secy Law 10-7-43

SECY. LAW DEPT. GOVT OF MYSORE

TYPING SECTION 12 JULY 1943 GEN. & REV. SECTT.

50. 3.

2 G.O. No. T. 200-43/RT. 53-42-3. dt 14.7.43.
To the Rd, Secy Legislature, Govt. Publ., the Secs. Govts., the Legislative Secy. Govt., the Comptroller accepting the recommendations of the Rd Classification Committee regarding abolition of toll gates and increasing the rate of vehicle taxes.

11/8/43

C. F. No. 45]

GOVERNMENT OF MYSORE

Tele gram / phone

No. T. 2043 | 42-43.
Encls. One Book.

The Secretary, Mysore Traffic Board,
and Road Classification Committee,
United India Building, Bangalore,

Date 22nd January 1943.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Law Department, BANGALORE.

Sir,

Adverting to Government Order No. T.2590/R.T.54-40-2 dated 20th March 1941 referring the question of abolition of interior toll-gates for consideration by the Road Classification Committee for an expression of its opinion thereon as also on the possibility of recou ing at least an appreciable portion of the resulting loss of revenue Government by an enhancement of the rates of motor taxation, I am directed to forward herewith a copy of the Report of the Committee c taining the recommendations on the subject.

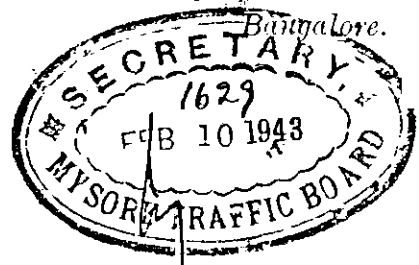
2. I am to state that the present rate of half-yearly Vehi Tax on Motor Cycles and Cars has been recommended to be raised to th level of the rate prevailing in the Civil & Military Station, Bangal and that the revised rates of Short Term Licenses now recommended correspond to those obtaining in Madras. These increased rates are expected to give an additional revenue of Rs.60,000/- per year to Government as per figures furnished by the Inspector-General of Pol

I have the honour to be,
Sir,
Your most obedient servant

Secretary,
Mysore Traffic Board,
and
Road Classification Commit

The *Secretary to Government, Public Works Department,*

Bangalore.



The Secretary,
Traffic Board,
Bangalore.

Report of the Road Classification Committee.

Sir,

With reference to your letter No.T.2001/42-43 dated 21st January 1943, forwarding a dozen copies of the above report, I have the honour to state that the recommendations of the Committee dealt with in Chapter IV (Paras 1 to 4) relate to revision of vehicle tax and abolition of certain interior toll-gates, orders on which have to be obtained in the administrative branch of that Secretariat. The recommendations re: roads will be worked up in the P.W.Branch.

I have etc.,

For Secretary to Government,
Public Works Department.

Submit for perusal. A. is being worked up separately in Rr. Secn. of the Law Dept. His paper will also be kept on that file & submit.

TSRN. 10/11

10/11

EPORT OF THE COMMITTEE CONSTITUTED FOR EXAMINING THE PRESENT CLASSIFICATION OF ROADS IN MYSORE.

LAW SECRETARIAT.

No. T. 3512—*R. T.* 53-42-2, *dated* 29*th June* 1943.

In exercise of the powers conferred upon them by Section 15 of the Mysore Road Traffic and Taxes Act, VI of 1935, the Government of His Highness the Maharaja are pleased to direct that the following Interior Toll Gates be abolished with effect from the 1st July 1943 :—

Bangalore District.

1. Chickjala (Devanahalli Taluk)
2. Byrapatna (Channapatna do)
3. Dobspet (Nelamangala do)

Mysore District.

4. Hosahalli (Nanjangud Taluk)

Mandya District.

5. Wellesley Bridge (Seringapatam Taluk)

Kolar District.

6. Narasapura (Malur Taluk)
7. Nandi (Chikballapur Taluk)

Tumkur District.

8. Tavarekere (Sira Taluk)
9. Yediyur (Kunigal Taluk)
10. Nidasale (Do)
11. Hebbur Tumkur Taluk)

Hassan District.

12. Belur Bridge (Belur Taluk)
13. Salapur (Arsikere Taluk)
14. Chennarayapatna (Chennarayapatna Taluk)

Shimoga District.

15. Honnali Bridge (Honnali Taluk)

By Order,
C. NARAYANASWAMY NAIDU,
Secretary to Government,
Law Department.

REPORT OF THE ROAD CLASSIFICATION COMMITTEE

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CHAPTER II.—Roads in Mysore	2—6
CHAPTER III.—System of road maintenance in Madras and Bombay	6—7
CHAPTER IV.—Recommendations of the Committee ...	7—10
CHAPTER V.—Summary of the Recommendations ...	11—12

APPENDIX.

I. Government Order constituting the Committee.

II. Government Order including the Secretary to Government, Public Works, Railways and Electrical Departments in the Personnel of the Committee.

III. Government Order including the Minister for Local Self-Government and Public Health in the Personnel of the Committee.

IV. Government Order referring the question of abolition of interior toll-gates in the State.

V. Proceedings of the First Meeting of the Committee.

VI. Do Second Meeting of the Committee.

VII. Do Third Meeting of the Committee.

VIII. Do Fourth Meeting of the Committee.

IX. Statements of Roads.

REPORT OF THE COMMITTEE CONSTITUTED FOR EXAMINING THE PRESENT CLASSIFICATON OF ROADS IN MYSORE.

CHAPTER I.

Introductory.

Roads in Mysore are broadly classified as State Fund and District Fund roads according to the source from which the expenditure on their maintenance, etc., is met. All State Fund roads are under the charge of the Public Works Department and are financed entirely from General Revenues. The expenditure on District Fund roads is met almost wholly from the revenues of the District Boards concerned, supplemented in some cases by grants from Government. The more important District Fund roads are maintained by the Public Works Department, and the rest directly by the District Boards. The present mileage allotments for State Fund roads were fixed very long ago and are found to be quite inadequate owing to the development of fast moving traffic which is causing rapid deterioration of the road surface. For this reason, additional grants for road maintenance are very frequently applied for. The same remarks apply to District Fund roads also.

2. Demands are being received by Government from District Boards for funds to carry out several District Fund Road Works (both improvements and repairs) as the District Boards have not sufficient resources to meet the expenditure. Some of the District Boards have asked Government for relief by taking over some of their roads as State Fund roads.

3. The Road Fund had a large debit balance (estimated at five laks of rupees at the end of the year 1939-40) and it was proposed to sanction a temporary advance to the Fund to that extent to wipe out the deficit. In spite of the improvements in the revenue resources of the Road Fund, its financial position has not been satisfactory and the Fund is not able to meet even the normal requirements of the State Fund roads. In such circumstances, it has been difficult to find funds for the requirements of the

District Fund Roads. The District Boards, on the other hand, have not sufficient resources to maintain their roads in an efficient condition. It is not desirable to permit deterioration in the condition of the roads.

4. Government therefore considered that it was necessary to review the whole position in detail and to find a proper solution for the satisfactory maintenance of both the State Fund and the District Fund roads. For this purpose, Government constituted a Committee in its Order No. P. W. 1203-37—S., dated 19th September 1940 (Appendix I), under the Chairmanship of the Second Member of Council to examine the present classification of roads, to suggest reclassification wherever necessary and the minimum requirements of these roads and to submit proposals for financing them.

5. The Committee was added to by the inclusion of the Secretary to Government, Public Works, Railways and Electrical Departments and the Minister for Local Self-Government and Public Health (*Vide* Government Orders Nos. P. W. 3503-30—S., dated 24th March 1941 and P.W. 164-194—S., dated 10th July 1941—Appendixes II and III). The Second Member of Council, who, under the New Constitution became the Minister for Finance and Revenue, continued to be the Chairman of the Committee.

6. Representations having been made to Government that the levy of tolls on motor vehicles, particularly at the interior toll-gates, might be abolished as the motoring public was put to inconvenience on that account, Government referred the question to this Committee for examination and for its opinion as to the advisability of abolishing tolls on motor vehicles at interior toll-gates and the possibility of recouping at least a portion of the resulting loss of revenue (*Vide* Government Order No. T. 2590—R. T. 54-40-2, dated 20th March 1941—Appendix IV).

CHAPTER II.

Roads in Mysore.

About a hundred years ago, roads in Mysore were only narrow and tortuous village tracks, passing through dense forests and over the mountainous parts of the

Western Ghats. The means of conveyance then adopted were pack bullocks bearing the little they had to carry from one place to another, and these had to push their way with considerable difficulty towards the coast. The wheeled vehicles used in the plains were either the small woddar carts or the 'hallu' bandies of the malnad which suited only the small local requirements of the raiyat. In 1831 it is reported that there were only three trunk roads with any title to that appellation and these were (1) the road from Naikaneri to Mysore *via* Bangalore, (2) the road from Seringapatam to Sira and Bellary, and (3) the road from Bangalore to Harihar. Even these so called trunk roads were very indifferently maintained and portions of these roads ran through swamps, making the traffic very difficult, if not impossible. Other portions, it is said, bore the appearance of water courses with beds of river sand. The better order in which a few portions were preserved was neutralised by the almost total absence of bridges which, in a country like Mysore situated between two monsoons, was a most serious handicap to traffic. The few bridges that existed, *viz.*, those across the Cauvery at Sivasamudram, across the Kabini at Nanjangud and at Bethamangala on the Kolar road were only of local value and did not form any portion of a system of communication. While communications within the State were so bad, the roads leading to the Presidencies were worse. There was not a single pass through the Western Ghats practicable for cattle with loads.

2. Things improved during the period from 1831 to 1856. A sum of Rs. 28·75 lakhs was expended on the improvement of communications. At this period, roads were constructed to connect all moffusil headquarters with Bangalore and some of them were extended to the frontiers of the State. Altogether 1,597 miles of road with 309 bridges and 1,998 drains were constructed before the formation of the Public Works Department.

3. By 1894-95 there were in all 1,747 miles of State Fund roads and 3,344 miles of District Fund roads. A number of ghat roads were opened or improved on the western side. In 1920, State Fund and District Fund roads to the extent of 1,984 and 3,524 miles, respectively, were being maintained at a total cost of Rs. 5 lakhs. The Scheme of communications has gradually developed and though there has not been considerable increase in the

length of roads from 1920, the improvement of the condition of the roads has been very considerable. Various experiments have been made in the State on the surfacing of roads with a view to decide upon the most economic mode of road making and its maintenance, so as to suit the traffic.

4. Slow moving bullock carts have given place to fast moving motor vehicles. The pace of communication has increased from three miles an hour to 50 miles an hour. The introduction of motor driven vehicles has revolutionised communications. The automobile service with all it convenience has extended to the remotest corner of the State and its popularity has so far increased that it has become so successful a rival to the railways as to require Government to take measures to protect the interests of railways. The increasing popularity of the automobiles has brought home to the public mind the defects in the roads and the authorities have from time to time been taking steps to meet the demands.

5. Apart from the increase in the load from one ton of the old bullock cart to the six tons of the heavily loaded automobiles, the disruptive forces have extended from mere abrasion to compression, impact, shear and suction. With a view to meet the requirements on account of the high speed, heavy loads, frequent braking, etc., the design and maintenance of the present-day roads have altogther changed from those that existed in the past. The modern road must be equally adapted to the abrasive country cart as well as to the disruptive fast motor. It must be sufficiently wide to allow the maximum traffic without any accident. The surface must be sufficiently smooth to avoid jarring effects, but sufficiently rough for giving a good foot hold to animals.

6. The development of road surface is seen to be in this order:—(1) Mud, (2) Gravel, (3) Metal, (4) Asphalt, (5) Concrete. It looks as though the last may come to stay while the others have been found unsuitable for the purpose. But the concrete road is impossible in all places on account of its heavy initial cost.

7. In 1939-40 the total length of State Fund roads in the State was 2,216½ miles, of which 1,912¼ miles were metalled. The total length of District Fund roads was 3,747 miles, of which 2,454¼ miles were metalled. The

subjoined statement indicates the growth of expenditure on their maintenance.

Year	Length of S. F. Roads in miles	Total A. R. and S. R. Grants	Average per mile	Length of D. F. Roads in miles	Total A. R. and S. R. Grants	Average per mile
		Rs.	Rs.		Rs.	Rs.
1925-26	2,061	7,00,213	334	3,569	4,56,870	128
1928-29	2,132	8,92,209	414	3,569	3,93,654	110
1931-32	2,132	6,37,366	358	3,408	4,34,480	127
1934-35	2,150	8,00,555	331	3,408	4,67,290	135
1937-38	2,202	11,07,998	500	3,663	4,32,974	118
1939-40	2,216	27,48,812	1,233	3,747	3,61,757	97

8. For the past few years, Government had to come to the aid of District Boards by sanctioning subventions to supplement the District Board allotments for the maintenance of their roads. Even with these increased grants, it has not been possible to bring the roads in Mysore to the standard required to cope with the increased and heavy-laden vehicular traffic.

9. As already stated, the macadamised roads have given place to asphalt roads, which have gained popularity by reason of their being smooth and dustless and not requiring frequent repairs. The demand for asphalt roads has been so great that during the last two years nearly Rs. 25 lakhs have been spent on tarring of some of the important roads. The tarring of roads has been taken up systematically and grants are provided every year to tar some of the roads in accordance with an approved programme.

10. The roads in the State are at present broadly classified under two heads, *viz.*, State Fund and District Fund according to the source from which they are maintained. The mileage grants of these roads were fixed a long time ago, and it is found that the existing mileage grants are not uniform and differ for different portions of the same road and they are either inadequate or disproportionate to the importance of the road. With the development of bus and lorry traffic, even the District Fund roads which were considered to be of local importance, have now become important roads. The District Boards from whose finances these roads are maintained find it difficult to allot sufficient grants for their proper maintenance.

It has therefore become necessary to re-classify the roads in accordance with their importance, intensity of traffic, etc., and to fix adequate maintenance grant for each road.

CHAPTER III.

System of road maintenance in Madras and Bombay.

Roads in the Madras Presidency are maintained through the agency of the District Board Engineering Establishments and are divided into four classes, *viz.*—

(1) Trunk Roads.
(2) Marketing Roads.
(3) II Class Roads.
(4) III and IV Class Roads.

2. *Trunk Roads* are important roads connecting Madras with the district headquarter towns and extending beyond the Province. The mileage grant is Rs. 570 per mile and the entire cost of maintenance is met by Government.

3. *Marketing Roads* are roads mostly used for marketing purposes and *II Class Roads* are those other than marketing roads connecting important towns and headquarters of the taluks in the district. The mileage grant ranges from Rs. 200 to Rs. 300 according to the importance of the road and a moiety of the total cost of maintenance is recovered from Government subject to a prescribed limit for each district.

4. *III Class Roads* are of inter-taluk importance and *IV Class Roads* are mostly village roads. The entire cost of maintenance on these two classes of roads is borne by the District Boards, Government giving a grant occasionally for special repairs. The mileage grant ranges from Rs. 50 to Rs. 100.

5. In Bombay, the classification is done in different ways for different purposes. For purposes of administration, roads are divided into three classes :—

I CLASS—Roads of importance from the point of view of more than one Province or State.

II CLASS—Roads of importance from the point of view of more than one Collector's District and Roads serving as important feeders to Railways, Water-ways and to Class I Roads.

III CLASS—Roads which do not fall in either of the two classes mentioned above.

6: For purposes of estimating, roads are classified as follows :—

(*a*) Heavy traffic roads carrying traffic of 100 buses per day and more ;

(*b*) Medium traffic roads carrying traffic of 20 to 100 buses per day ;

(*c*) Light traffic roads carrying traffic of less than 4 buses per day.

N.B.—Bus includes lorry, and four bullock carts are treated as equivalent to one bus.

7. The main provincial or through roads and the main district roads are maintained by the Public Works Department. The other roads are maintained by Local Bodies. The District Boards are subsidized by Government to some extent subject to the inspection of the general condition of the District Board roads by the officers of the Public Works Department. The average cost of annual maintenance of roads under the Public Works Department is Rs. 461 per mile and that of the roads maintained by the Local Bodies is Rs. 89 per mile.

8. The expenditure on communications under State Fund is classified under three heads :—

(i) From ordinary Revenue	...	for minor original works and repairs.
(ii) From Petrol Tax Fund	...	for improving roads of Class I, II and III.
(iii) From Provincial Road Fund.		for improving surface of other roads.

CHAPTER IV.

Recommendations of the Committee.

With regard to the abolition of tolls on motor vehicles at interior toll-gates in order to remove the inconvenience felt by motorists, the intention of Government seems to be to abolish all the interior toll-gates except in places where there is heavy traffic in timber, stone, firewood, etc. Though the Committee agrees in this view, it feels that in addition to the latter class of toll-gates, those established on bridges recently constructed have to be retained in order to recoup at least a portion of the expenditure incurred on their construction. The Committee accordingly recommends that the four toll-gates at Thalaghattapura (Bangalore Taluk), Hampapura (Heggaddevankote Taluk), Nallurpala (Hunsur Taluk) and

Tarikere where there is heavy traffic in timber and fuel and those on the recently constructed bridges at T.-Narsipur, Akkihebbal (Krishnarajpet Taluk), Gorur (Hassan Taluk), Ramanathapur (Arkalgud Taluk) and Tirthahalli may be retained and the rest of the interior toll-gates abolished.

2. As regards increasing the present rate of toll on motor vehicles at frontier toll-gates, the Committee is not in favour of the proposal and therefore recommends that the question may be dropped.

3. Consequent on the abolition of the interior toll-gates, the point for consideration is how to recoup at least an appreciable portion of the resulting loss of revenue to Government. As the motorists would be spared the payment of tolls at all interior toll-gates—with the exception of a few,—they should not demur to pay a little more in the shape of vehicle tax, particularly as the existing rate of tax in Mysore is far less than that prevailing in the neighbouring administrations. It was, therefore, decided that the existing rates of vehicle tax in Mysore might be revised so as to bring it to the level of the rates prevailing in the Civil and Military Station, Bangalore, generally in cases where the classification of vehicles and other factors coincided and that in other cases, the rates prevailing in the Madras Presidency might be adopted. On this basis, the Committee recommends that the present rates of vehicle tax in Mysore be revised as shown hereunder:—

Description of vehicle	Present rate of tax	Revised rate of tax
	HALF-YEARLY TAX.	
	Rs. a. p.	Rs. a. p.
1. Motor Cycles with side cars or tricycles	7 8 0	9 8 0
2. Motor Cars to carry not more than seven persons and weighing:—		
(*a*) not more than 15 cwts., unladen ...	12 0 0	15 0 0
(*b*) more than 15 cwts., unladen ...	18 0 0	23 0 0

Description of vehicle	Present rate of tax		Revised rate of tax	
	SHORT-TERM LICENSES.			
	7 days	30 days	7 days	30 days
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1. Motor Cycles—				
(*a*) without side cars ...	1 0 0	3 0 0	1 4 0	3 12 0
(*b*) with side cars or tricycles ...	1 4 0	3 12 0	1 12 0	5 0 0
2. Motor cars to carry not more than seven persons and weighing :—				
(*a*) not more than 15 cwts., unladen ...	2 0 0	6 0 0	3 0 0	8 12 0
(*b*) more than 15 cwts , unladen ...	3 0 0	9 0 0	4 4 0	12 8 0

4. The Committee does not consider it desirable to increase the rate of tax on other classes of motor vehicles, as the tax levied thereon at present is sufficiently high.

5. In view of the inadequate resources of the District Boards, it would be necessary to take over some of their roads under Government management owing to their importance.

6. The request of some of the District Boards to convert several District Fund roads into State Fund roads does not however commend itself to the Committee, as it would tend to divest the District Boards of their responsibility.

7. There were two issues before the Committee, *viz.*,

(i) to afford some relief to District Boards, if possible, and
(ii) to redistribute the grants wherever possible in accordance with certain standards.

8. It is better, in the opinion of the Committee, to give the District Boards larger grants for maintenance purposes instead of converting their roads into State Fund roads. The effect would be that the District Boards, while not spending more money, would get better roads.

9. Instead of giving separate grants for annual and special repairs of roads as at present, it is better to give a single grant on a mileage basis in respect of each road for meeting both the annual and special repair requirements. The amount available for special repairs will then be definitely known and a proper programme can be prepared beforehand.

10. There should be only one estimate for each road or section of a road but under two parts, one for annual repairs and the other for special repairs.

11. Expenditure should be incurred according to funds made available. The practice of executing works and incurring expenditure before obtaining formal sanction thereto and provision of necessary funds therefor is irregular and should be put a stop to.

12. Roads in Mysore may be classified as follows:—

(*a*) State Fund roads, first class, with a mileage grant of over Rs. 450, the asphalted sections carrying, however, a grant ranging from Rs. 750 to Rs. 950 per mile;

(*b*) State Fund roads, second class, with a mileage grant ranging to a maximum of Rs. 450.

(*c*) Marketing roads, *i.e.*, important District Fund roads with a mileage grant up to a maximum of Rs. 450; and

(*d*) Other District Fund roads—Third Class.

13. The maintenance of roads under (*a*), (*b*) and (*c* Classes may vest in the Public Works Department.

14. The expenditure on State Fund roads should b met entirely by Government; the District Boards wi continue to contribute their present rate of mileage gran in respect of their roads classified as Marketing roads, an excess expenditure over that amount incurred for main taining them in a fit condition being borne by Governmen

15. All other District Fund roads will be maintaine by the District Boards according to their resources.

16. The mileage allotments for roads will be fixe on the following general principles:—

(*a*) In the case of State Fund roads, First Class, asphalte Rs. 950 per mile for sections where there is heavy traffic and Rs. 75 per mile for the rest; for sections not asphalted over Rs. 450 per mil

(*b*) For State Fund roads, Second Classs, and importa Marketing roads, from Rs. 300 to Rs. 450 per mile and for other Ma keting roads up to Rs. 250 per mile.

17. On the above basis, the allotments for roads t be maintained by the Public Works Department will be a shown in the statements appended.

18. The financial implications of the recommenda tions as set forth in the foreging paragraphs will be briefl as follows:—

(*a*) The loss of revenue on account of the abolition of interi toll-gates (*vide* para 1) is estimated to be Rs. 55,000 per annum.

(*b*) The revision of the rates of Vehicle Tax on certain class of motor vehicles (*vide* para 3) is expected to bring in an extra revenu of about Rs. 60,000 per annum.

(*c*) The revised allotments for maintenance of roads (*vide* par 12 to 17) will be Rs. 15,41,963 per annum as against the prese expenditure of Rs. 11,30,405 per annum.

(*d*) The net financial effect will be an extra expenditure roughly four lakhs of rupees to Government annually as shown below:-

	Rs.
Extra expenditure on account of revised allotments for roads	4,11,558
Loss of revenue on account of abolition of interior toll-gates	55,000
Total	4,66,558
Less extra income expected to be realised consequent on the revision of the rates of Vehicle Tax.	60,000
Net extra expenditure to Government	4,06,558 or 4,00,000 in round figures.

19. The names of the roads, especially Trunk Roads, may be suitably revised so as to clearly indicate their starting place and their termination; for this purpose, a number may be assigned to each road.

CHAPTER V.

Summary of the Recommendations.

(1) The interior toll-gates may be abolished excepting those on bridges recently constructed and at places where there is heavy traffic in timber, stone and fuel.

(2) The question of increasing the present rate of toll on motor vehicles at frontier toll-gates may be dropped.

(3) The existing rates of Vehicle Tax in Mysore might be revised so as to bring it to the level of the rates prevailing in the Civil and Military Station, Bangalore, or in the Madras Presidency, as the case may be.

(4) It is not desirable to increase the rate of tax on other classes of motor vehicles.

(5) Some of the important District Fund Roads to be termed in future as Marketing Roads may be taken over under Government management and the District Boards given larger grants for their maintenance, the remaining roads being managed by the District Boards as at present.

(6) It is better to give a single grant in respect of each road both for its annual and special repairs with only one estimate for each road or section of a road but under two parts—one for annual repairs and the other for special repairs.

(7) Roads may be classified as follows :—

	Mileage grant.		
	Asphalted Section.	*Not Asphalted.*	*Source.*
(*a*) State Fund Roads, I Class.	Rs. 750—Rs. 950	Over Rs. 450.	Govt.
(*b*) State Fund Roads, II Class.	...	Rs. 300 to Rs. 450	Do
(*c*) Marketing Roads	...	Do for important Roads and up to Rs. 250 for the rest.	Do and District Boards.
(*d*) District Fund Roads, III Class.	...	According to resources.	District Boards.

(8) The names of roads may be suitably revised clearly indicate their starting place and termination a a number assigned to each road.

(Sd.) K. V. ANANTARAMAN (*Chairm*
„ H. B. GUNDAPPA GOWDA.
„ B. T. KESAVIENGAR.
„ A. N. RAGHAVACHAR.
„ L. A. H. WINCKLER.
„ G. SUNDARA RAO.
„ N. V. BAPAT.
„ M. NARASIMHAIYA.
„ G. SESHAGIRI RAO.

(Sd.) GEORGE MATTHAN
(*Secretary*).

APPENDIX I.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Public Works Department.

READ—

Letter No. C. 837—39-40, dated the 20th March 1940, from the President, District Board, Mysore, to the Secretary to Government, Law Department, bringing to notice the bad condition of certain District Fund Roads in the Mysore District, and requesting subvention from State Grants for the up-keep of the roads.

2. Un-official Note, dated 15th July 1940, from the Financial Secretary to Government, suggesting that a Committee be constituted to go into the question of classification of roads, and to find out ways and means for financing them, in view of the slender resources of the District Boards and their inability to allot adequate grants for the up-keep of the District Fund Roads.

Order No. P. W. 1203-37—S., dated Bangalore, 19th September 1940.

Government consider that it is time to review the whole position in detail and to find a proper solution for the satisfactory maintenance of both the State Fund and District Fund Roads. The classification of roads (as State Fund Roads or District Fund Roads) may also require change in the light of the present-day traffic (including motor traffic).

2. Agreeing with the proposals of the Financial Secretary, Government are pleased to constitute a Committee under the Chairmanship of the Second Member of Council with the following members:—

1. The Chief Engineer of Mysore.
2. The Revenue Commissioner in Mysore.
3. The Financial Secretary to Government.
4. The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
5. The Secretary, Traffic Board (*Secretary*).

3. The Committee may in the first instance examine the present classification of roads, and suggest re-classification wherever necessary, and also the minimum requirements of these roads (after re-classification) and submit proposals for financing them (including proposals for increased or additional taxation).

4. The Committee may arrange to meet as early as possible and submit its recommendation at an early date.

To—The Chief Secretary to Government.
The Members of the Committee.
The Law Secretary to Government.
The Financial Secretary to Government.
The Chief Engineer of Mysore.
The Revenue Commissioner in Mysore.
The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
The Secretary, Traffic Board.
The Comptroller of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

APPENDIX II.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Public Works Department.

READ—

Government Order No. P. W. 1203-37—S., dated 19th September 1940, constituting a Committee, under the Chairmanship of the Second Member of Council, to examine the present classification of roads and suggest re-classification wherever necessary and submit proposals for financing them, etc.

2. Un-official Note, dated 8th March 1941, from the Secretary, Mysore Traffic Board, proposing that the Secretary to Government, Public Works, Railway and Electrical Departments be included in the personnel of the above Committee.

Order No. P. W. 3503-30—S., dated Bangalore, 24th March 1941.

Government are pleased to include the Secretary to Government, Public Works, Railway and Electrical Departments, in the personnel of the Road Classification Committee.

M. G. MEHKRI,
Secretary to Government,
Public Works Department

To—The Chief Secretary to Government.
The Members of the Committee.
The Law Secretary to Government.
The Financial Secretary to Government.
The Chief Engineer of Mysore.
The Revenue Commissioner in Mysore.
The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
The Secretary, Traffic Board.
The Comptroller of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

APPENDIX III.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Public Works Department.

READ—

Government Order No. P. W. 1203-37—S., dated 19th September 940, constituting a Committee under the Chairmanship of the Second lember of Council, to examine the present classification of roads and uggest re-classification wherever necessary, and submit proposals for nancing them.

2. Government Order No. P. W. 3503-30—S., dated 24-3-41, ıcluding the Secretary to Government, Public Works, Railway nd Electrical Departments, as a member of the Road Classification ommittee.

3. Un-official Note, dated 7th June 1941, from the Secretary, raffic Board, requesting orders in regard to the Chairmanship of the oad Classification Committee under the new constitution.

Order No. P. W. 164-194—S., dated Bangalore, 10th July 1941.

In modification of the order of 19th September 1940, read above, ıe Minister for Finance and Revenue will be the Chairman of the oad Classification Committee.

2. The Minister for Local Self-Government and Public Health ill be an additional member of the Committee.

M. G. MEHKRI,
Secretary to Government,
Public Works Department.

To—The Chief Secretary to Government.
The Members of the Committee.
The Secretary to Government, Law Department.
The Financial Secretary to Government.
The Chief Engineer of Mysore.
The Revenue Commissioner in Mysore.
The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
The Secretary, Traffic Board (with file).
The Comptroller of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

APPENDIX IV.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Order No. T. 2590—R. T. 54-40-2, dated Bangalore, the 20th March 1941.

Representations have been made to Government that the levy of lls on motor vehicles, particularly at the interior toll-gates, may be

abolished as the motoring public are put to inconvenience on this account. Government will be glad if the Committee appointed in Government Order No. P. W. 1203-37—S., dated 19th September 1940, will consider the representation and favour them with its opinion as to the advisability of abolishing the collection of tolls on motor vehicles at interior toll-gates and the possibility of recouping at least an appreciable portion of the resulting loss of revenue to Government and to Local Bodies, by an enhancement of the rates of motor taxation.

H. V. NARAYANA RAO,
Secretary to Government,
Law Department.

To—The Secretary, Road Reclassification Committee.

APPENDIX V.

PROCEEDINGS OF THE FIRST MEETING OF THE ROAD RECLASSIFICATION COMMITTEE HELD IN THE CHAMBERS OF THE SECONI MEMBER OF COUNCIL ON 27TH FEBRUARY 1941.

Present.

1. *Rajamantrapravina* K. V. Anantaraman (*Chairman*).
2. The Revenue Commissioner in Mysore.
3. The Chief Engineer of Mysore.
4. The Financial Secretary to Government.
5. The Superintending Engineer, Mysore Circle.
6. The Superintending Engineer, Shimoga Circle.
7. The Superintending Engineer, Irrigation Circle.
8. The Secretary, Mysore Traffic Board (*Secretary*).

Absent.

None.

The Secretary to Government, Public Works, Electrical and Railway Departments, was also present on invitation.

After welcoming the members to the meeting, the Chairman read out the Government Order constituting the Committee and the terms of reference.

Items (1), (2) *and* (4) *on the Agenda.*

Enhancement of mileage grant for State Fund and District Fund Roads and conversion of District Fund Roads into State Fund Roads.

Coming to the Agenda of business, the Chairman observed that the proposals for enhanced grants for roads seemed to have been drawn up in the wrong way. The first thing for the Committee was to find out which of the State Fund Roads could conveniently be converted into District Fund Roads. The condition of certain District Fund Roads cannot be said to be satisfactory for motor traffic which is on the increase. This Committee has therefore been constituted to go into the question of reclassification of roads and find out ways and

means for financing them in view of the inadequate resources of the District Boards. In reclassifying the roads, it might become necessary to take over some of the District Fund Roads under Government management owing to their importance. With this object in view, the lists of State Fund and District Fund Roads furnished by the Superintending Engineer, Mysore Circle, were taken up for consideration.

2. The Chief Engineer mentioned that the Mysore-Bellary Road *via* Rampur was not good except up to Molakalmuru. This being an important trunk road, it had to be maintained in good condition. Even though it was called a State Fund Road, it carried a mileage grant of Rs. 150 only.

3. The Superintending Engineer, Shimoga Circle, stated that in Madras the First Class road carried a mileage grant of Rs. 1,000 and the Second Class road Rs. 500.

4. The Chairman pointed out that in Madras all the roads were maintained by the District Boards and only a few roads were maintained by the Public Works Department on account of their Military importance, etc. Out of a total length of about 37,000 miles in Madras, the Public Works Department maintained a distance of only 1,854 miles. The entire balance of the road system in the Presidency was thus in charge of District Boards and Municipalities.

5. The Superintending Engineer, Shimoga Circle, brought to notice that the system in Madras had changed since and that the control over the roads had been taken away from the Presidents of the District Boards to the charge of Superintending Engineers. But the Chairman was not sure of the said change in view of the fact that the Provinces had got autonomy. The Superintending Engineer replied that in Madras there were two Superintending Engineers, one Junior and one Senior, to assist the Chief Engineer who had been given the control over all the roads. The Chief Engineer added that each Superintending Engineer in Madras was in charge of 2 or 3 Districts with the District Board Engineers directly under him and subordinate to the Chief Engineer.

6. The list of District Fund Roads in the Mysore Circle was next taken up for consideration.

(*a*) BANGALORE-MYSORE ROAD *via* KANKANHALLI.

In view of the heavy traffic mostly pertaining to the Electrical Department, it was considered desirable to obtain a grant from that Department for maintaining this road.

(*b*) BANGALORE-NANDIDRUG ROAD.

Seeing that there were alternative roads between Bangalore and Nandi, the Financial Secretary suggested that instead of frittering away funds on all the roads, it would be better to concentrate attention on one road.

7. The Chairman observed that it would be better for the Government to give the District Boards larger grants for maintenance purposes instead of converting their roads as State Fund Roads. Such transfers should be effected only in the case of very important roads which form a link to the main trunk roads and over which there was heavy motor traffic.

8. The Superintending Engineer, Shimoga Circle, brought to notice that during recent years, the District Boards were deprived of their toll income on account of which they were unable to pay for road maintenance.

9. The Financial Secretary said that the District Boards were being compensated for the above loss but agreed, however, that the Boards had no money to give liberally for road works.

10. The Secretary, Public Works Department, suggested that towards the maintenance of the Hunsur-Begur road, the Forest Department might be asked to contribute.

11. The Superintending Engineer, Shimoga Circle, added that similarly the Military Department also might be asked to give a contribution.

12. The Chairman was personally in favour of the District Fund Roads being continued under the District Boards concerned, giving them only a subvention for maintenance. The other alternative was for the Public Works Department to take over with the existing grants such of the District Fund Roads as were considered important.

13. As regards classification, it was considered sufficient to have only three classes of roads :—

(1) Special Trunk Roads,
(2) First Class Roads with 12" metal, and
(3) Second Class Roads with 9" metal.

14. The Accounts of the Road Fund for 1939-40 showed that while the income was Rs. 34 lakhs, the expenditure had gone up to Rs. 42 lakhs. It was therefore necessary to economise expenditure as far as possible. It was also contemplated to abolish tolls in respect of certain roads. Even though it might be conceded that tolls on interior roads was a source of annoyance to the motorist, those levied in respect of bridges should be continued in order to defray the cost of their construction.

15. As regards compensation payable to Local Bodies, the Financial Secretary explained that it would not be possible to reduce the grant because it was a statutory payment. When tolls came to be abolished, the Government had to continue to pay compensation to Local Bodies. Thus it had the effect of cutting the Government revenue in both ways.

16. Regarding the enhancement of mileage grant for State Fund Roads proposed by the Superintending Engineers, the Chairman observed that such proposal had not been made considering the revenue available. It was no good expecting increased grants when the income under Road Fund was not quite sufficient. The main trunk roads had to be kept in good repair. The transfer of some of the less important State Fund Roads to District Boards might be considered. It was not the idea that the entire system of roads should be improved all at once.

17. The next suggestion was why the width of the roads should in all cases be 12 feet and why it should not be reduced.

18. The Engineering Officers replied that it could not be done without causing serious inconvenience to traffic, especially to fast moving vehicles.

19. The Chairman thereupon suggested that the Superintending Engineers of Mysore and Shimoga might meet the Superintending Engineer and the District Board Engineer of the adjoining British.

Province and find out on what principles their roads were classified, the level of their grants, width of the road, cost of maintenance, etc. That would enable the Committee to come to definite conclusions.

Items Nos. 3 and 5 on the Agenda.

Tarring of roads and purchase of Road Rollers.

20. The Chairman said that tarring of State Fund Roads and purchase of Road Rollers were matters which could be dealt with by the Chief Engineer without reference to this Committee.

Item No. 6 on the Agenda.

Restriction of bus and lorry traffic on roads.

21. The Financial Secretary suggested the cutting down of bus services plying on roads running parallel to the Railway. If this was done, it would not only enable the Public Works Department to reduce the width of certain roads but also tend to increase the earnings of the Railway.

22. The Chairman added that such roads might be closed for lorry traffic also. In North India, *e. g.*, from Calcutta to Peshawar, there was only one trunk road and no other roads because there was the railway. The Government had conceded, on principle, that public service vehicles plying on roads running parallel to railway should be discouraged. It had to be borne in mind that the Railway had been constructed with national resources and it was therefore desirable that the road service should be limited to some extent. In consonance with this principle, formerly double the rate of taxation was levied on buses plying on such roads. In the S. I. Railway also, they had put the Railway more into service in order to face competition from buses. Now that there are a number of new stations opened on the Mysore Railway and several Rail level platform stations to cater to the needs of villagers round about, the question of reducing the bus and lorry services might be examined.

23. The Chairman impressed that the mileage grant should not be pitched too high. He was of opinion that the maximum allotment should be Rs. 500 for Trunk Roads, Rs. 300 for First Class Roads and Rs. 150 for others. It was necessary to effect economy in every direction. The existing grant had to be increased only on roads where there was heavy motor traffic ; and where the general condition of the road was not bad, the Public Works Department should try to cut down the grant wherever possible. The proposals placed before the Committee for increased grants seemed extravagant.

24. There were two issues before the Committee .—(1) to afford some relief to District Boards if possible and (2) to reduce the grants wherever possible according to certain standard. It was, therefore, desirable to ascertain what the neighbouring administrations in British India were spending on their different roads and then determine the needs of roads here according to their commercial importance. The Chairman pointed out that when the Tumkur-Kunigal road could be maintained in good repairs with a mileage grant of Rs. 150, he did not see any reason why the rate could not be fixed on that basis roughly. Another concrete instance was the Tumkur-Bellary Road, the allotment in respect of which varied from Rs. 130 to Rs. 150.

25. Before concluding, the Chairman reiterated the suggestion that the Superintending Engineers might visit one or two Districts in

neighbouring Provinces, get into touch with the Engineers there, l out their standard of roads, what the mileage grant was and how y financed them, and place before the Committee at its next meet- ; definite proposals for consideration.

The meeting adjourned at 3 P. M.

APPENDIX VI.

OCEEDINGS OF THE SECOND MEETING OF THE ROAD CLASSIFICATION COMMITTEE HELD AT "SESHADRI HOUSE", MYSORE, ON FRIDAY, THE 3RD OCTOBER 1941.

Present.

1. *Rajamantrapravina* K. V. Anantaraman, B.A., Minister for Finance and Revenue. (*Chairman*)
2. H. B. Gundappa Gowda, Esq., B.A., B.L., Minister for Local Self-Government and Public Health.
3. *Rukn-ul-Mulk* S. Abdul Wajid, B.A., Revenue Commissioner in Mysore.
4. *Rajasevaprasakta* N. Sarabhoja, L.C.E., M.I.E. (Ind.), Chief Engineer of Mysore.
5. *Rajasevaprasakta* A. N. Raghavachar, M.A., Financial Secretary to Government.
6. Gulam Mohiyuddin Mehkri, Esq., B.A., LL.B., Secretary to Government, Public Works, Railway and Electrical Departments.
7. B. R. Garudachar, Esq., B.A., C.E., M.I.E. (Ind.), Superintending Engineer, Mysore Circle.
8. N. Lakshminarasimhaiya, Esq , B.A., C.E., B.E., M.I.E. (Ind.), Superintending Engineer, Shimoga Circle.
9. Mir Safdar Hussian, Esq., B.A., (*Secretary*) Secretary, Mysore Traffic Board.

Absent.

10. G. Seshagiri Rao, Esq., L.C.E., Superintending Engineer, Irrigation Circle.

Subject No. 1.—Abolition of interior toll-gates and raising the rate of taxes and tolls on motor vehicles.

ABOLITION OF TOLL-GATES.

The Chairman stated at the outset that it was not at all intended at the interior gates should be kept on after the abolition of tolls on otor cars as the major portion of revenue realised thereat was from ose vehicles. But there were certain gates where there was heavy rt traffic in timber, fuel, stones, etc. The list of such gates was read t. They were :—

1.	Talaghattapura	...	Bangalore District.
2.	Honnigana hatti	...	Do
3.	Honnali bridge	...	Shimoga District
4.	Tarikere	...	Kadur District
5.	Belur bridge	...	Hassan District.
6.	Nallurpala	...	Mysore District.
7.	Hampapur	...	Do

These were examined one by one.

The Superintending Engineer, Shimoga Circle, said that the Tarikere toll-gate might be continued as there was much traffic in fuel and timber.

The Chairman observed that if it should be kept on, it had to be shifted on to the road from Narasimharajpur so as to catch the traffic from Lakkavalli forest.

The Superintending Engineer agreed to it.

The Secretary to Government, Public Works Department, was of the opinion that for the same reason, the gate at Hampapur was also to be retained.

After discussion it was agreed that the four toll-gates at Talaghattapura, Tarikere, Nallurpala and Hampapur might be retained besides the gates on the recently constructed bridges at T.-Narsipur, Akkihebbal, Gorur and Ramanathpur and the rest of the interior toll-gates abolished.

The Chairman however wanted to know the total amount of resulting loss of revenue to Government by the abolition of the interior toll-gates except those mentioned above, the figures being worked out and placed before the Committee at its next meeting.

The Minister for Local Self-Government and Public Health wanted to know if it was not possible to exempt fuel carts from tolls.

The Chairman replied that as they were earning profit by selling the fuel in large towns and cities, they had no reason to grumble to pay a small amount by way of tolls. After all only four gates were to be retained.

RAISING OF TAXES ON MOTOR VEHICLES.

The next point for consideration was how to recoup at least an appreciable portion of the resulting loss of revenue to Government consequent on the abolition of interior toll-gates. The Chairman said that Government wanted motorists to pay a little more in the shape of vehicle tax as they would be rid of the bother of paying tolls at all interior gates with the exception of a few and further the existing rate of tax in Mysore was by far less when compared with that prevailing in the neighbouring administrations. So, the idea was to revise the existing rate of vehicle tax in Mysore and bring it to the level of the rate prevailing in the Civil and Military Station, Bangalore, generally in cases where the classification of vehicles and other factors coincided and in other cases, to adopt the rates prevailing in the Madras Presidency.

Subject No. 2.—Reclassification of roads and scale of expenditure to be incurred.

The systems obtaining in Madras and Bombay were considered. The Chairman was of opinion that the Madras system was not suitable for adoption in Mysore and that the Bombay system appeared more reasonable. He wanted to know the total mileage of roads both in Madras and in Mysore.

The Superintending Engineer, Mysore, replied that in Madras, it was 37,444 miles of which 3,154 miles were first class roads and 6,254 marketing roads. In Mysore it was 7,000 miles out of which 2,200 miles were State Fund Roads.

The list of State Fund Roads was gone through. The Chairman observed that the present nomenclature of roads required thorough revision as they were very confusing and in several cases overlapping.

The Superintending Engineers agreed to the revision.

The Chairman thought that through roads which connected important places outside the State and those of local importance might be placed under Class I, the rest being placed under Class II. The following classification might serve as instances :—

Name of division	Name of road	
	I Class	II class
Bangalore ...	Madras—Cannanore.	Bangalore—Hindupur.
	Salem—Bellary.	
	Bangalore—Bellary.	
	Bangalore—Cuddappah	
	Bangalore—Mangalore.	
Tumkur ...	Bangalore—Honnavar.	
Kolar ...	Kolar Gold Fields road.	Cuddapah Railway feeder road.
	Balaghat–Marikuppam.	Mulbagal Railway feeder road.
	Motor road to Nandi Hills.	

The Minister for Local Self-Government wished that some relief should be given to District Boards.

The Chairman said that some District Boards were in fact under the hope that most of their roads would be taken over for maintenance by Government. That was not the intention at all. What the Government could do was to supplement the grants of the District Boards for their roads to put them in proper repair.

The Minister for Local Self-Government wanted that important District Fund roads should at least be maintained out of State Grants.

The Chairman observed that all the through roads would be maintained by the State and with regard to Class II roads, Government would give grants according to their importance as in Madras so that such roads be maintained well. The effect would be that the District Boards; while not spending more money, would get better roads.

The Minister for Local Self-Government was of the opinion that some of the District Fund roads might be taken over by Government.

The Chairman said that the District Boards might give the usual grant and that Government would supplement it wherever necessary.

The Minister for Local Self-Government stated that there would be no relief to the District Boards.

The Chairman observed that the intention was not to divest the District Boards of their responsibility.

The Minister for Local Self-Government wanted that the road between Channarayapatna and Sravanabelagola might be converted into a State Fund road as it was of all-India importance.

The Chief Engineer was of the opinion that the road from Bowringpet to Kolar might be placed under Class I.

The Chairman suggested that the roads might be broadly classified as follows :—

1. State fund roads.
2. Marketing roads.
3. Third class roads.

If a road fell under Class I, the liability was entirely upon Government. The marketing roads would be jointly financed both by the Government and the District Boards concerned, and it was necessary to find out what exactly was the level of expenditure that might be incurred on these roads. The conditions here were nearer to those in Bombay. Third class roads would be financed entirely by the District Boards. A revised list should be prepared on the basis of the above classification and placed before the Committee for consideration at the next meeting.

The Chairman further observed that in several cases works were got executed and expenditure incurred before obtaining formal sanction thereto and necessary provision of funds being made therefor. Such irregular practice should be put a stop to. He also remarked that there was frequent adjustment in accounts of funds allotted for special repairs and for maintenance. It was essential that the expenditure under the two heads should be kept separately.

The Financial Secretary desired that a consolidated estimate should be prepared every year both for special repairs and annual maintenance.

The Chief Engineer said that expenditure on periodical coating should be put under special repairs.

The Chairman observed that there should be a definite plan and necessary allotment of funds in all cases. The amount allotted for special repairs should be spent as best as possible. But there was scope for reducing the annual repairs grant.

The Chief Engineer stated that it could be done if funds were assured for special repairs.

The Secretary to Government, Public Works Department, said that proper accounts had not been maintained in respect of grants allotted for special repairs and that was very difficult for an Auditor to find out whether the grant was for annual repairs or special repairs.

The Chairman wanted that only one estimate should be prepared but under two parts, one chargeable to annual repairs, and the other to special repairs.

The Financial Secretary was of the opinion that one estimate should be prepared for each section of a road to be taken up.

The Chairman observed that they should have an idea beforehand as to the extent of road to be taken up in a year. Expenditure should be incurred according to funds made available. Government were concerned with the most efficient way in which money was spent and if it was done in a businesslike manner, they would not be faced with arrears. In case expenditure was incurred without sanction, the remedy would be to surcharge the officer concerned. In future it was

very desirable to undertake works according to sanctioned estimates and allotted funds.

He wanted a list to be prepared of more important District Fund Roads which might be put under Class II, *i.e.*, marketing roads and placed before the next meeting.

The Chairman thanked the members and adjourned the meeting.

APPENDIX VII.

PROCEEDINGS OF THE THIRD MEETING OF THE ROAD CLASSIFICATION COMMITTEE HELD IN THE CHAMBERS OF THE MINISTER FOR REVENUE AND FINANCE ON WEDNESDAY, THE 22ND AND THURSDAY THE 23RD APRIL 1942.

22nd April 1942—1 p.m.

Present.

1. *Rajamantrapravina* K. V. Anantaraman, B.A., Minister for Revenue and Finance (*Chairman*).
2. H. B. Gundappa Gowda, Esq., B.A., B.L., Minister for Local Self-Government and Public Health (*Additional Member*).
3. *Rajasevaprasakta* B. T. Kesaviengar, B.A., Revenue Commissioner in Mysore.
4. L. A. H. Winckler, Esq., A.C.G.I., M.I.P. (Ind.), Chief Engineer of Mysore
5. G. Sundara Rao, Esq., B.A., Secretary to Government, Public Works, Railway and Electrical Departments
6. *Rajasevasakta* Narayan V. Bapat, B.A., C.E., Superintending Engineer, Mysore Circle
7. M. Narasimhaiya, Esq., B.A., C.E., M.I.E. (Ind.), Superintending Engineer, Shimoga Circle
8. G. Seshagiri Rao, Esq., L.C.E., Superintending Engineer, Irrigation Circle.
9. George Matthan, Esq., B.Sc., Secretary, Mysore Traffic Board (*Secretary*).

Absent.

10. *Rajasevaprasakta* A. N. Raghavachar, M.A., Financial Secretary to Government

Subject No. 1.—**Abolition of Interior toll-gates.**

The statement showing the present income from interior toll gates was examined. The Chairman remarked that out of the 17 toll-gates proposed for abolition, Byrapatna and Dobspet in Bangalore District, Hosahalli in Mysore District, Wellesley Bridge in Mandya District, Narasapura in Kolar District and Honnali Bridge in Shimoga District brought in substantial income. He, however, thought that the loss at present by their abolition might not be great, as the income had already gone down greatly on account of fall in

motor traffic consequent on petrol rationing. The resulting loss of revenue to Government by the abolition of interior toll-gates would be Rs. 55,000 in round figures.

It was agreed that the four toll-gates at Thalaghattapura, Hampapura, Nellurpala and Tarikere where there was heavy traffic in fuel and timber and those on the recently constructed bridges at T.-Narsipur, Akkihebbal, Gorur, Ramanathpur and Tirthahalli should be retained and the rest of the interior toll-gates abolished.

Subject No. 2 :—**Raising the rate of Taxes and Tolls on motor vehicles.**

The Committee agreed that the present rate of Vehicle Tax on motor vehicles be raised as shown hereunder.—

Description of vehicle	Present rate of tax	Revised rate of tax
	HALF-YEARLY TAX	
	Rs. a. p.	Rs. a. p.
1. Motor cycles with side cars or tricycles.	7 8 0	9 8 0
2. Motor cars to carry not more than seven persons and weighing :—		
(*a*) not more than 15 cwts., unladen.	12 0 0	15 0 0
(*b*) more than 15 cwts., unladen.	18 0 0	28 0 0

Description of vehicle	Present rate of tax				Revised rate of tax			
	SHORT-TERM LICENSES							
	7 days		*30 days*		*7 days*		*30 days*	
	Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
1. Motor cycles :—								
(*a*) without side cars	1 0 0		3 0 0		1 4 0		3 12 0	
(*b*) with side cars or tricycles.	1 4 0		3 12 0		1 12 0		5 0 0	
2. Motor cars to carry not more than seven persons and weighing :—								
(*a*) not more than 15 cwts., unladen.	2 0 0		6 0 0		3 0 0		8 12 0	
(*b*) more than 15 cwts., unladen.	3 0 0		9 0 0		4 4 0		12 8 0	

With regard to increasing the present rate of toll on motor vehicles, it was decided that the question might be dropped.

Subject No. 3 :—**Re-classification of Roads.**

The prevailing practice is to give separate grants for annual and special repairs of roads. It was considered that it would be better if a single grant was given in respect of each road both for its annual and special repairs. The amount available for special repairs would then be definitely known and a proper programme could be prepared beforehand. The allotment of funds for each road was examined.

Mr. Sundara Rao suggested that roads which passed through City Municipalities had to be maintained by them.

The Chairman observed that such roads were being maintained by the Municipality concerned out of its own funds supplemented by a subvention from Government.

Mr. Bapat said that the Public Works Department was maintaining such roads lying within the limits of the Mysore City Municipality for the last few years.

The Chairman remarked that it did not matter who maintained them as the grant was only for repairs. He desired to know how often recoating had to be done in the case of roads asphalted.

Mr. Winckler replied that recoating depended upon the volume of traffic on the road. In the case of Bangalore-Mysore road, he said that the sections between Mysore and Seringapatam, and Mandya and Maddur required recoating more often than the other sections of the road. Generally, recoating had to be done once in five years but on heavy sections, it had to be done every year. The cost might be estimated at Rs. 400 a furlong roughly.

With regard to trunk roads which were already asphalted, it was generally agreed that a mileage grant of Rs. 950 for sections where there was heavy traffic and Rs. 750 for the rest should be allotted.

The proposals of the Superintending Engineers in respect of State Fund roads (I Class) of Mysore Circle and of all the State Fund Roads in Shimoga Circle were scrutinised and the grants fixed as per Statement* A attached hereto. The Chairman desired that a column should be inserted in the Statement showing the length of roads tarred.

The Committee adjourned to meet again the next day at 3 p.m.

23rd April 1942—3 p.m.

All the members, except the Financial Secretary to Government, were present.

State Fund roads (II Class) of Mysore Circle and District Fund roads to be classified as marketing roads in both the Mysore and the Shimoga Circles were taken up for scrutiny. It was generally agreed that roads under this category which had heavy traffic might be allotted mileage grant ranging from Rs. 300 to Rs. 450 according to importance and the rest up to Rs. 250. On this basis, the allotment for each road was fixed as per Statements B, C and D appended hereto*.

The expenditure on State Fund roads would be met entirely from Government. With regard to District Fund roads which came under "Marketing roads", the District Boards would not be required to meet the entire cost of maintenance. They would continue to contribute, as their share, the existing mileage grant, the difference being borne by Government.

* Statement as further revised is printed at the end.

All the other District Fund roads would be maintained by the District Boards according to their resources.

Mr. Kesaviengar suggested that proper nomenclature should be given to the roads soas to avoid confusion and that they might also be numbered.

The Chairman agreed in this view and said that in printing the report, which would be a permanent record, all the information would be incorporated therein. The Committee might meet once again and pass the report. He suggested that the statements might be furnished to the Superintending Engineers for revision in the light of the above discussions with regard to nomenclature and numbering the roads and incorporating additional information such as the length of the roads tarred, etc.

The Chairman thanked the members and adjourned the meeting.

APPENDIX VIII.

PROCEEDINGS OF THE FOURTH MEETING OF THE ROAD CLASSIFICATION COMMITTEE HELD IN THE CHAMBERS OF THE MINISTER FOR FINANCE AND REVENUE AT 8-30 A.M. ON THURSDAY, THE 20TH AUGUST 1942.

Present.

1. *Rajamantrapravina* K. V. Anantaraman, B.A.,
   Minister for Finance and Revenue (*Chairman*).
2. H. B. Gundapa Gowda, Esq., B.A., B.L.,
   Minister for Local Self-Government and Public Health
   (*Additional Member*).
3. *Rajasevaprasakta* B. T. Kesaviengar, B.A.,
   Revenue Commissioner in Mysore.
4. *Rajasevaprasakta* A. N. Raghavachar, M.A.,
   Financial Secretary to Government.
5. L. A. H. Winckler, Esq., A.C.G.I., M.I.E. (Ind.),
   Chief Engineer of Mysore.
6. G. Sundara Rao, Esq., B.A.,
   Secretary to Government, Public Works, Railway and Electrical Departments.
7. *Rajasevasakta* Narayan V. Bapat, B.A., C.E.,
   Superintending Engineer, Mysore Circle.
8. G. Seshagiri Rao, Esq., L.C.E.,
   Superintending Engineer, Irrigation Circle.
9. George Matthan, Esq., B.Sc.,
   Secretary, Mysore Traffic Board (*Secretary*).

Absent.

10. M. Narasimhaiya, Esq., B.A., C.E., M.I.E. (Ind.),
    Superintending Engineer, Shimoga Circle.

The Secretary read out the draft Report which was adopted by he Committee with verbal alterations here and there. The following modifications were also made in Chapter IV (Recommendations of the Committee) :—

(i) Para 12 to be omitted and the subsequent paras to be renumbered.

(ii) Para 12 so renumbered to be recast as follows: "Roads in Mysore may be classified as follows:—

(*a*) State Fund roads, I Class, with a mileage grant of over Rs. 450, the asphalted sections carrying, however, a grant ranging from Rs. 750 to Rs. 950 per mile;
(*b*) State Fund roads, II Class, with a mileage grant ranging to a maximum of Rs. 450;
(*c*) Marketing roads, *i.e.*, important District Fund roads with a mileage grant up to a maximum of Rs. 450;
(*d*) Other District Fund roads, III Class."

(iii) Para No. 16 renumbered, to be recast as follows:—

"The mileage allotments for roads will be fixed on the following general principles:—

(*a*) In the case of State Fund roads, I Class, asphalted, Rs. 950 per mile for sections where there is heavy traffic and Rs. 750 per mile for the rest; for sections not asphalted, over Rs. 450 per mile.
(*b*) For State Fund, II Class, and important Marketing roads, from Rs. 300 to Rs. 450 per mile and for other Marketing roads, up to Rs. 250 per mile."

As required at the last meeting held on 23rd April 1942, the Superintending Engineers had now furnished the particulars regarding the length of the roads asphalted. The Chairman remarked that higher grants were given in respect of certain roads on the basis that the entire length had been asphalted. Now that the information furnished by the Superintending Engineers proved otherwise, it became necessary to revise the allotments already made. The statement of roads was reviewed and the grantsr eallotted as follows:—

1. *Madras-Cannanore Road.*—Out of 138½ miles asphalted, Rs. 950 per mile for 50 miles and Rs. 750 for the rest. An additional distance of 8 miles of road from Paschimavahini to Yelwal was, at the instance of the Superintending Engineer, Mysore Circle, included in the above road making up its total distance to 212 miles and a mileage grant of Rs. 475 allotted for the remaining length of 73½ miles not asphalted.

The Chairman remarked that the road between Bangalore and Mysore had in many places become very bad and contrasted it with the Mettupalyam-Ootacamund road which remained quite in tact with no corrugation whatever.

Mr. G. Sundara Rao suggested that the defect was due to not premixing the metal with the emulsion before putting on the road and cited the instance of the Kolar Gold Fields road, the earliest to be asphalted in the State, which had stood up well for the past 6 years on account of premixture.

Mr. G. Seshagiri Rao said that the insufficient depth of metal put on the road was also responsible for the rapid deterioration. It was only about one inch in Mysore while it was nearly 3 to 4 inches in British India and 6 inches in Cawnpore and Lucknow.

2. *Salem-Bellary Road.*—Fifty-one and a half miles at Rs. 950 and the balance at Rs. 475 per mile.

3. *Mysore-Nilgiris Road.*—Thirty-three and three-fourths miles at Rs. 950 and the balance at Rs. 475.

4. *Mysore-Manantoddy Road.*—The grant was, at the instance of the Superintending Engineer, Mysore Circle, raised to Rs. 700 per mile.

5. *Nanjangud-Hasnurghat Road.*—The grant was reduced to Rs. 650 per mile as suggested by the Superintending Engineer.

Serial Numbers 6 to 10.—No change.

11. *Mysore-Residency-Yelwal Road.*—One and a half miles at Rs. 950 and the balance at Rs. 600 per mile.

It was brought to notice that the entire length of the road had been tarred. But as, according to the statement furnished by the Superintending Engineer, it was only 1½ miles that was tarred, the same was accepted. Mr. Bapat however said that this would be verified again and the correct distance intimated.

The Secretary's note bringing to notice certain doubtful points in respect of statements of roads as furnished by the Superintending Engineers was taken up for consideration.

Before proceeding with this subject, the Chairman remarked that the Road Map now in use was not entirely dependable, that the positions of important places were not correctly shown therein, and that it would be desirable if steps were taken to revise the Map. The Chief Engineer said that he would take up the matter early.

1. *Hassan-Periyapatna-Cannanore Road.*—In Mysore Circle and 2. *Balehonnur-Magundi-Balur Road* in Shimoga Circle, both of which were District Fund roads, had been included under State Fund roads. As the Committee had already come to the conclusion that, on principle, no District Fund road should be taken over as State Fund road, it was decided that both the above roads might be classified under "Marketing roads".

3. *Tiptur-Channarayapatna Road.*—Portion of this road lying in the Mysore Circle had been proposed for inclusion under Marketing roads but not the other portion lying in the Shimoga Circle. It was decided that the latter portion also should be brought under "Marketing roads".

4. *Cuddapah Railway Feeder Road.*—The proposal of the Superintending Engineer, Mysore Circle, for inclusion of another 9 miles to this road with a mileage grant of Rs. 400 was approved. A doubt was felt at the last meeting whether this was not the same as the Kolar Gold Fields Road. It was now made clear that this was a different road connecting Bowringpet-Kolar and Srinivasapur and joining the Hosakote-Royalpad Road.

5. *Bangalore-Mangalore Road* via *Mercara.*—While allotting mileage grants at the last meeting, a distance of 17½ miles was omitted out of the total length of this road on the presumption that it was a repetition of the same distance between Bangalore and Nelamangala which had already been included under *Bangalore-Honnavar Road*. The Superintending Engineer, Mysore Circle, had subsequently

made it clear that the above distance was from Kallambetta to Periyapatna and Siddapur Frontier. A mileage grant of Rs. 450 was proposed for this section and the same was approved.

The Superintending Engineer, Mysore Circle, was not in favour of changing the present nomenclature of the roads which had been in existence for a long time. As there appeared to be some confusion in several cases which did not clearly indicate the starting point and the termination of the road, it was thought desirable to change the present nomenclature and this was agreed to.

It was also agreed that the numbering of the roads might be done in the Chief Engineer's Office as suggested by the Superintending Engineer, Mysore Circle, after consolidating the lists of roads of both the Circles.

6. *Bangalore-Nandidurg Road.*—No allotment of grant was made for this road at the last meeting, as it was not clear which exactly the road was. The Superintending Engineer made it clear that it was the Devanhalli-Nandidurg Road measuring 18¾ miles in length and that a grant of Rs. 500 per mile was required for its maintenance. This was approved.

The Superintending Engineer, Mysore Circle, had forwarded a supplemental statement of District Fund roads to be classified as Marketing roads, which had been omitted in the original statement forwarded by him. This was taken up for consideration and mileage grants allotted as follows :—

(1) Winkler's Road to Gaddige	5¾ miles	at Rs. 300 per mile.
(2) Hunsur-Begur Road	46 ,,	
(3) Krishnarajnagar-Ramanathapur Road	20 ,,	
(4) Hampapur-Ramanathapur Road.	18 ,,	
(5) Hadya-Bettadapur Road	10 ,,	

The Superintending Engineer, Mysore Circle, had proposed enhanced mileage grants for III Class District Fund roads for consideration by the Committee. In view of the fact that most of the important District Fund roads had been classified under Marketing roads, the maintenance of which vested in the Public Works Department, it was considered desirable to leave the task of maintaining the other District Fund roads to the District Boards themselves.

7. *Arsikere-Channarayapatna Road.*—No grant had been allotted to this road at the last meeting, as it was not clear which exactly the road was. It was subsequently made clear that it was the road running *via* Gandasi, 28 miles in length. A mileage grant of Rs. 300 had also been asked therefor. This was approved.

8. The proposal of the Superintending Engineer to change the *Holenarsipur-Arkalgud-Mallipatna Road* into *Channarayapatna-Holenarsipur-Kodlipet Road* with an additional distance of 14 miles and involving an additional grant of Rs. 3,500 was also approved.

Mr. Bapat suggested that the Madras-Cannanore road might be split up into four roads as (i) Bangalore-Madras Road, (ii) Bangalore-

Mysore road *via* Mandya, (iii) Mysore-Cannanore road, and (iv) Paschimavahini-Yelwal road.

Mr. B. T. Kesaviengar suggested that it would be advantageous to have a Motor Map and a Road Map prepared.

The Chairman suggested that in the Road Posts, the name of the place of ultimate destination with distance and also the name of the nearest place of importance with distance might be indicated as had been done in British India.

The Secretary was asked to have the statement revised in accordance with the changes as approved above and forward the same to the Superintending Engineers.

The Secretary was also instructed to forward the draft Report of the Committee as approved in this meeting to the members for attestation.

The meeting adjourned at 10-30 A.M.

APPENDIX IX.

Statement showing the mileage grants for maintenance of roads under the charge of the Public Works Department as finally approved by the Road Classification Committee.

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 550	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		M. F.																		Miles	Rs.
	State Fund Roads— I. Mysore Circle—																				
1	Madras-Cannanore Road ...	132·4	50	82½	...	...	...	...	73⅝	...	...	...	...	...	...	...	...	...	...	206	1,44,288
2	Salem-Bellary road ...	51·5	51½	...	...	...	...	...	52½	...	...	...	...	...	...	...	...	...	...	104	73,922
3	Mysore-Nilgiris road ...	33·6	33½	...	...	...	...	...	24½	...	...	...	...	...	...	...	...	...	...	58	43,562
4	Mysore-Manantody road ...	...	...	...	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54	37,800
5	Nanjangud-Hasnurghat road ...	...	...	...	...	45½	...	...	...	...	...	...	...	...	...	...	...	...	...	45½	29,575
6	Gundlupet-Sultanbattery road ...	...	...	...	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	15,400
7	Periyapatna-Fraserpet road ...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	7,700
8	Maddur-Sivanasamudram Falls road ...	...	...	...	...	...	...	...	...	...	29½	...	...	...	...	...	...	...	...	29½	11,800
9	Mulbagal railway Feeder road ...	...	...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	17	5,100
10	Mysore Residency-Yelwal road ...	7·4	7½	...	...	...	1½	...	...	...	...	...	...	...	...	...	...	...	...	9	8,025
11	Mysore-Belagola road ...	3·4	...	3½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3½	2,625
12	Bangalore-Suburban roads ...	6·0	...	6	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	7	5,150
13	Bowringpet-Kolar Gold Fields and Suburban roads.	4·6	...	4½	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23½	16,863
14	Balaghat-Marikuppam road ...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	6	2,700
15	Bangalore-Devanhalli-Bagepalli Frontier	20·0	20	...	...	...	...	...	...	...	...	...	15½	...	26½	...	...	...	...	62	28,025
16	Yelahanka-Hindupur road ...	15·0	15	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...	46	23,650
17	Hosakote-Royalpad Frontier ...	...	...	...	...	...	...	...	...	...	...	...	54	...	...	...	...	...	...	54	16,200

Sl. No.	Name of road	Length tarred	Mileage grant																	Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	State Fund Roads— 1. Mysore Circle.—*contd.*	M. F.																		Miles	Rs.
18	Nelamangala-Kunigal-Hassan road ...	...	...	...	...	...	...	...	...	58	...	...	...	...	...	...	...	...	...	58	26,100
19	Bangalore Honnavar road ...	2·0	2	...	...	...	...	...	...	...	53½	...	...	...	...	...	...	...	...	55½	28,800
20	Bowringpet-Kolar-Srinivaspur Railway Feeder road.	...	...	...	...	...	...	...	...	...	9	...	...	...	24½	...	...	...	...	33½	8,500
21	New road to Krishnarajasagara ...	...	...	...	...	...	...	...	...	..	...	...	...	3	...	...	...	...	...	3	750
22	Seringapatam Railway Station-Gumbaz road	...	...	...	..	...	...	...	...	...	...	...	...	...	3½	...	...	...	...	3½	700
23	Motor road to Nandi Hills ...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	5	2,500
24	Tumkur-Madhugiri-Bellary road ...	...	...	...	...	...	...	...	...	...	...	...	25	...	40	...	...	...	...	65	15,500
25	Hessarghatta Tank Bund road ...	0·1	½	...	...	...	...	...	...	...	8½	...	...	...	...	...	...	...	...	8½	3,469
26	Shimshapur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	6	1,200
27	Rampart road ...	...	...	...	...	..	...	...	...	...	...	...	...	2½	...	...	...	...	...	2½	563
28	Hondrabal-Chamarajanagar road ...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	9	3,600
29	Bridle path to Himavad Gopalaswami Hills.	...	...	...	...	...	...	...	...	...	...	...	3½	...	...	...	...	...	...	3½	1,050
30	Hunsur-Siddapur road ...	0·2	½	...	...	...	...	...	..	17½	...	...	...	...	...	...	...	...	...	17½	8,000
30	Total State Fund Roads, Mysore Circle ...	277	180½	96½	106	46½	1½	5	160½	81½	109½	...	145½	5½	100½	...	...	...	...	1,028½	5,68,437
26	Do do Shimoga do ...	25·5	25½	...	58½	...	57½	...	...	124	476½	98	258½	66	...	13	7	2	6	1,131½	4,56,126
56	Total State Fund Roads ...	302·5	205½	96½	164½	46½	58½	5	160½	205½	585½	98	404	71½	100½	13	7	2	6	2,160½	10,24,563
82	Do Marketing do ...	8·3	..	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
138	Grand Total ...	311	205½	96½	164½	46½	58½	23½	160½	278½	940½	80	804	470½	571½	40	10½	2	6	3,949½	15,41,963

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	State Fund roads—																			Miles.	Rs.
	II. Shimoga Circle—																				
1	Bangalore-Honnavar road ...	5·7	6	...	...	...	...	...	...	...	123	...	...	...	...	...	...	...	...	129	54,900
2	Kadur-Mangalore road ...	3·6	3½	...	58½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	44,388
3	Shimoga-Agumbe road ...	1·3	1½	...	...	...	57½	...	...	...	...	...	...	...	...	...	...	...	...	58½	35,538
4	Bangalore-Mangalore road ...	1·7	2	...	...	...	...	...	...	83	...	...	...	...	...	...	...	...	...	85	39,250
5	Bangalore-Dharwar (Hiriyur-Harihar) road	9·0	9	...	...	...	...	...	...	41	...	...	2½	...	...	...	...	...	...	74	34,200
6	Tarikere-Agumbe road ...	1·4	1½	...	...	...	...	...	...	...	20½	38	...	...	...	...	..	...	...	60	22,925
7	Vasthara-Koppa road ...	...	...	...	...	..	...	...	..	...	49	...	...	...	..	...	...	...	...	49	19,600
8	Kottigehar-Kalasa road ...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	...	...	...	...	27	10,800
9	Tumkur-Hiriyur-Rampur boundary ...	·5	½	...	...	...	...	...	...	...	58½	...	...	...	...	...	...	...	...	89	35,875
10	Hassan-Chikmagalur road ...	·5	½	...	...	...	...	...	...	...	34½	...	...	...	...	...	...	...	...	35	14,275
11	Banavar-Belur-Mudigere road ...	1·0	1	...	...	...	...	...	...	...	49	...	...	...	...	...	...	...	...	50	20,550
12	Chikmagalur-Tarikere road ...	...	...	...	...	...	...	...	...	...	...	...	35	...	...	...	...	...	...	35	10,500
13	Babubudan Hill road ...	...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	37	14,800
14	Sukravarasanthe-Subramanya road ...	...	—	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	19	5,700
15	Shimoga-Harihar road ...	...	...	...	...	...	...	...	...	...	48	...	...	...	...	...	...	...	...	48	19,200
16	Chitaldrug-Bhadravathi road ...	...	...	...	...	...	...	...	...	...	...	...	59	...	...	...	...	...	...	59	17,700
17	Shimoga-Sorab-Sirsi road ...	...	...	...	...	...	...	..	...	...	...	...	...	66	...	...	...	...	..	66	16,500
18	Shantaveri-Kalhatti road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4½	...	...	4½	450
19	Koppa-Balagadi road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2½	...	...	2½	250
20	Ayanur-Hosanagar-Nagar-Hulikal boundary	...	...	...	...	...	...	...	...	...	...	...	52	...	...	...	..	...	...	52	15,600
21	Talaguppa-Aralgod-Kogar road ...	...	...	...	...	...	...	...	...	...	...	...	26	...	...	...	...	...	...	26	7,800
22	Avinahalli-Kogar-Nagavalli Frontier ...	...	...	...	...	...	...	...	...	...	...	...	43½	...	...	...	...	...	...	43½	12,975
23	Talaguppa-Henryghat road ..	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	6	6	300
24	Gerosoppa Falls road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	..	...	...	2	300
25	Pool road to jog Falls ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	150
26	Hiriyur-Vanivilaspur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	..	11	1,650
26	Total-State Fund roads, Shimoga Circle ...	25·5	25½	...	58½	...	57½	...	...	124	478½	38	258½	66	...	13	7	2	6	1,131½	4,56,126
59	Do do Mysore do ...	277	180½	96½	106	46½	1½	5	150½	81½	109½	...	145½	5½	100½	...	...	...	...	1,028½	5,68,437
56	Total-State Fund roads ...	302·5	205½	96½	164½	46½	58½	5	150½	205½	585½	38	404	71½	100½	13	7	2	6	2,160½	10,24,563
62	Do Marketing roads ...	8·3	...	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
138	Grand Total ...	311	205½	96½	164½	46½	58½	23½	150½	278½	940½	80	804	470½	571½	40	10½	2	6	3,949½	15,41,963

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads.— III Shimoga Circle.—	M. F.																		Miles	Rs.
1	Davangere-Annaji-Jagalur road ...	1.0	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	31	7,750
2	HariharHarapanahalli road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Bharatahalli Aloor loop road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	7	1,050
4	Koppa-Tirthahalli road ...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	3	900
5	Shimoga-Narsimharajapur road ...	...	...	...	...	...	...	...	...	15½	...	...	...	...	...	...	...	...	...	15½	6,975
6	Arsikere-Channarayapatna road ...	...	...	...	...	...	...	...	...	...	...	...	...	23½	...	...	...	...	...	23½	5,875
7	Tiptur-Channarayapatna road ...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	...	...	28	8,400
8	Manjarabad-Kodlipet road ...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	21	8,400
9	Hampapur-Ramanathapur road ...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	15	3,750
10	Hassan-Periyapatna-Cannanore road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	8	1,600
11	Birur-Lingadahalli road ...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	...	37	16,650
12	Ramanathapur-Fraserpet road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	10	2,000
13	Yelwal-Hassan road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	8	1,600
14	Bhadravathi-Umblebyle road ...	...	...	...	...	...	...	...	...	...	32½	...	...	...	...	...	...	...	...	32½	13,000
15	Banavar-Sakrepatna road ...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	12	3,000
16	Tarikere-Hosadurga road ...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	18	4,500
17	Chikmagalur—Narasimarajapura road ...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	31	7,750
18	Ayanur-Honnali road ...	...	...	...	...	...	...	...	...	...	...	...	...	19½	...	...	...	...	...	19½	4,875
19	Sagar-Shiralkoppa road ...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	21	5,250
20	Shiralkoppa-Hirekarur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...	22	4,400
21	Shiralkoppa-Hanagal road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	9	1,800
22	Magadi-Javagal road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	21	4,200
23	Birur-Ajjampur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	14	2,800
24	Sringeri-Kigga road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	9	1,800
			...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	4	800

APPENDIX IX—(*contd*).

No.	Name of road	Length tarred	Mileage grant Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50	Total length	Total cost
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads.— III Shimoga Circle—(*contd*).	M. F																		Miles	Rs.
5	Arsikere-Hassan road ...	...	...	...	...	...	...	...	...	...	...	.	...	25	...	...	...	...	...	25	6,250
6	Tiptur-Dudda road ...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	15	4,500
7	Channarayapatna-Sravanabelagola road.	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	7	2,100
8	Arsikere-Huliyar road ...	...	...	...	...	...	...	...	...	...	...	...	..	22	...	...	...	...	...	22	5,500
9	Bage-Belur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	17	3,400
0	Hanagal-Rayadurga road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	6	1,200
1	Anemahal-Mudgere road ...	...	...	...	...	...	...	...	...	...	...	...	...	16½	...	...	...	...	...	16½	4,125
2	Mudgere-Belur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	20	3,000
3	Channarayapatna-Hole-Narsipur-Arkalgud-Kodlipet road ...	...	...	...	...	...	...	...	...	...	..	...	...	36	...	...	...	...	...	36	9,000
4	Balehonnur-Magundi-Balur road ...	...	...	...	...	...	...	...	...	...	...	...	18½	...	...	...	...	...	...	18½	5,625
4	Total Marketing (District fund) roads Shimoga Circle.	1·0	...	...	...	...	...	...	...	52½	53½	...	71½	270½	128	27	...	...	...	603½	1,63,825
8	Total Marketing (District fund) roads Mysore Circle.	7·3	...	...	...	...	...	18½	...	21	301½	42	328½	128½	348	...	3½	...	...	1,186½	3,53,575
2	Total Marketing (District fund) roads	8·3	...	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
6	,, State fund roads ...	302·5	205½	102½	164½	46½	58½	5	150½	205½	585½	38	404	71½	100½	13	7	2	6	2,160½	10,24,563
8	Grand total	311	205½	102½	164½	46½	58½	23½	150½	278½	940½	80	804	470½	571½	40	10½	2	6	3,949½	15,41,963

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads—																			Miles	Rs.
	IV Mysore Circle—	M. F.																			
1	Bangalore-Mysore road *via* Kankanhalli	2.0	...	...	...	...	...	...	...	...	80½	...	...	...	...	...	...	...	...	80½	32,300
2	Hunsur-Krishnarajanagar road ...	...	...	...	...	...	...	...	...	...	13½	...	...	...	...	...	...	...	...	13½	5,500
3	Gundlupet-Chamarajanagar road ...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	20	6,000
4	T.-Narsipur-Chamarajanagar road ...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	21	8,400
5	Mysore Talakad-Sivasamudram road ...	...	...	...	...	...	...	...	...	...	...	...	33	...	...	...	...	...	...	33	9,900
6	Nanjangud-T.-Narsipur road ...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	17	6,800
7	Sosale-T.-Naraipur road ...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2	800
8	Bilikere-Hassan road ...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	...	...	23	9,200
9	Mysore-Mahadevapura road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	10½	...	...	...	...	10½	2,100
10	Mugur-Kollegal deviation road ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	300
11	Bangalore suburban roads ...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	7	2,100
12	Bangalore-Magadi-Huliyurdurga road ...	0.7	...	...	...	...	...	...	...	...	30	...	...	...	19	...	...	...	...	49	15,800
13	Bangalore-Anekal road *via* Banneraghatta ...	...	...	...	...	...	...	...	...	...	27½	...	...	...	...	...	...	...	...	27½	11,100
14	Bangalore-Sarjapur Dommasandra road	1.7	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	10	4,000
15	Bangalore-Varthur road ...	2.5	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	8	3,200
16	Nelamangala-Gollahalli-Doddaballapur road ...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	21	6,300
17	Devanahalli-Nandidurg road ...	...	...	...	...	...	...	18½	...	...	...	...	...	...	...	...	...	...	...	18½	9,375
18	Dobspet-Koratagere road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	21	4,200
19	Subramanyaghat Temple road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8½	...	...	...	...	8½	1,700
20	Tumkur-Kunigal-Maddur road ...	...	...	...	...	...	...	...	...	...	25	...	...	29	...	...	...	...	...	54	17,250
21	Nelligere-Sira road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	56	...	...	...	...	56	11,200
22	Tumkur-Chelur-Bukkapatna road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	40	...	...	...	...	40	8,000
23	Banavar-Sira road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	...	...	...	...	41	8,200
24	Madhugiri-Sira road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	21	4,200
25	Tumkur Railway Station road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8½	...	...	8½	850

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 660	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads	M. F.																	Miles	Rs.
	IV Mysore Circle—																			
26	Tiptur-Channarayapatna road ...	...	...	...	...	...	...	...	—	...	6	...	...	...	...	...	...	...	...	6	2,400
27	Madhugiri-Hindupur road ...	...	...	...	...	...	...	...	...	...	...	—	—	...	19	...	...	...	...	19	3,800
28	Hosakote-Sidlaghatta road ...	...	...	...	...	...	...	...	...	...	...	..	...	...	23	...	...	...	...	23	4,600
29	Chintamani-Bagepalli road ...	...	...	...	...	...	...	...	...	...	...	—	...	35	...	...	...	...	...	35	8,750
30	Chikballapur-Nandi road ...	...	...	...	...	...	...	...	...	...	...	—	...	...	4½	...	...	...	...	4½	900
31	Peresandra-Sadli road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	—	8	1,600
32	Peresandra-Goribidnur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	...	...	25	5,000
33	Kolar-Dobspet road ...	...	...	...	...	...	...	...	...	...	...	...	68½	...	...	...	...	...	...	68½	20,550
34	Mulbagal-Goribidnur road ...	...	...	...	...	...	...	...	...	...	...	...	78	...	...	...	...	...	...	78	23,400
35	Seringapatam-Sosale-Sivasamudram road	...	...	...	...	...	...	...	...	...	...	42	...	...	...	...	...	...	...	42	14,700
36	Mandya-Nagamangala road ...	...	...	...	...	...	...	...	..	..	..	..	...	15	...	...	...	...	...	15	3,750
37	French-Rocks Railway Station-Nelligere road ...	...	...	...	...	...	...	...	..	..	...	...	...	36	...	...	...	...	...	36	9,000
38	Seringapatam-Channarayapatna road ...	...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	37	14,800
39	Yediyur-Tiptur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	...	...	..	...	35	7,000
40	Goribidnur-Madhugiri road ...	...	...	...	...	...	...	...	...	...	...	...	...	13½	...	...	...	...	...	13½	3,375
41	Road around Devarayandurga Hills ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	8	1,600
42	Hangala-Himavad Gopalaswami Hills	...	..	...	...	...	...	...	...	...	..	..	...	...	3½	...	...	...	..	3½	700
43	Hassan-Periyapatna-Cannanore road ...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	..	...	...	...	21	9,450
44	Winckler's road to Gaddige ...	...	...	...	...	...	...	...	...	...	...	...	5½	...	...	...	...	...	...	5½	1,725
45	Hunsur-Begur road ...	...	...	...	...	...	...	...	...	...	...	...	46	...	...	...	...	...	...	46	13,800
46	Krishnarajanagar-Ramanathapur road...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	20	6,000
47	Hampapur-Ramanathapur road ...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	18	5,400
48	Hadya-Bettadapura road ...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	10	3,000
48	Total Marketing (District Fund) roads, Mysore Circle ...	7.3	...	...	...	...	...	18½	...	21	301½	42	326½	128½	313	...	3½	...	...	1,186½	3,53,575
34	Total Marketing (District Fund) roads, Shimoga Circle ...	1.0	...	...	...	...	...	...	...	52½	53½	...	71½	270½	128	27	...	...	...	603½	1,68,825
82	Total Marketing (District Fund) roads	8.3	...	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
56	Total State Fund roads	802.5	205½	102½	164½	46½	58½	5	150½	205½	585½	38	401	71½	100½	13	7	2	6	2,160½	10,24,563
138	Grand Total ...	811	205½	102½	164½	46½	58½	23½	150½	278½	940½	80	801	470½	571½	40	10½	2	6	3,949½	15,41,963

ABSTRACT.

Classification of road	Circle	Repairs and maintenance grants.			Difference between columns 3 and 5 = +
		Existing	Proposed by the Suptdg. Engineer	Recommended by the Committee	
1	2	3	4	5	6
		Rs.	Rs.	Rs.	Rs.
tate Fund roads ...	Mysore	5,16,521	6,70,097	5,68,437	51.916
	Shimoga	3 80,575	5.50,008	4,66,126	75,551
	Total	8,97,096	12,20,105	10,24,563	1,27,467
larketing roads ...	Mysore	1,64,030	6,41,213	3,53,575	1,89,549
	Shimoga	69,279	1,57,953	1,63,825	94,546
	Total	2,33,309	6,99,166	5,17,400	2,84,091
tate Fund and marketing roads	Grand Total	11,80,405	19,19,271	15,41,963	4,11,558

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. T.3.5.12 | R.T. 53-42-2 General and Revenue Secretariat,
Dated Bangalore. 29-6-43

NOTIFICATION.

In exercise of the powers conferred upon them by Section 15 of the Mysore Road Traffic and Taxes Act VI of 1935, the Government of His Highness the Maharaja are pleased to direct that the following Interior Toll Gates be abolished ~~in~~ with effect from the 1st July 1943:-

Bangalore District.

1. Chickjala (Devanahalli Taluk)
2. Byrapatna (Channapatna Taluk)
3. Dobspet (Nelamangala Taluk)

Mysore District.

4. Hosahalli (Nanjangud Taluk)

Mandya District.

5. Wellesley Bridge (Seringapatam Taluk)

Kolar District.

6. Narasapura (Malur Taluk)
7. Nandi (Chickballapur Taluk)

Tumkur District.

8. Tavarekere (Sira Taluk)
9. Yediyur (Kunigal Taluk)
10. Nidasale (do)
11. Hebbur (Tumkur Taluk)

Hassan District.

12. Belur Bridge (Belur Taluk)
13. Salapur (Arsikere Taluk)
14. Chennarayapatna (Channarayapatna Taluk)

Shimoga District.

15. Honnali Bridge (Honnali Taluk)

By Order,

for Secretary to Government,
Law Department.

To

The Compiler, Mysore Gazette, for publication in Part III-1 of the next issue of the Gazette and for supplying spare copies directed as ~~under~~ hereunder:-

15 copies each to the Revenue Commissioner in Mysore, the Inspector-General of Police in Mysore, the Deputy Commissioners of Districts and the Comptroller to Government, 5 copies each to the Presidents of District Boards and 75 copes ~~each~~ to the Secretary, Mysore Traffic Board.

sr/14

M. T. B.F. 12.

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MYSORE TRAFFIC BOARD.

(Continuation sheet draft form.)

Notification (26)

No. T. 3512/RT. 53-42-2

dt 29, June 1943.

In exercise of the powers conferred upon them by Section 15 of the Mysore Road Transport and Taxes Act VI of 1935, the Govt. of H. H. the Maharaja are pleased to direct that the following Interior Toll gates be abolished with effect from the 1st July 1943 :-

Bangalore District.

1. Chikkjala (Devanahalli Taluk).
2. Byrapatna (Channapatna Taluk).
3. Dabspet (Nelamangala Taluk).

Mysore District.

4. Kozakalli (Nanjanpet Taluk)

Mandya District

5. Wellesley Bridge (Srirangapatam Tk.)

Kolar Dist.

6. Narasapura (Malur Taluk).
7. Nandi (Chikkballapur Tk.)

Tumkur Dt.

8. Javarekere (Sira Taluk)
9. Yediyur (Kunigal Taluk)
10. Nidasale (— do —)
11. Kebbur (Tumkur Tk.)

Hassan Dt.

12. Belur bridge (Belur Taluk)
13. Salapur (Arsikere Tk.)
14. Channarayapatna (Channarayapatna Tk.)

Shimoga Dt.

15. Honnali bridge (Honnali Taluk)

By order,

Sec: to Govt. Law Dept.

P.T.O.)

The Comptroller, Mysore Gazette for
publication in part III. 1. of the next
issue of the Gazette and for distributing these
copies direct as hereunder :—

15 copies each to the Rev: Consv. in Mysore
the Dcs of Obs. and the Comptroller to Govt,
5 copies each to the Presgs. of Obs. and
75 copies to the Secy. Mysore Traffic Board

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24/VII/43

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS

THE MAHARAJA OF MYSORE.

R e a d:-

Government Order No.T.2590/R.T. 54-40-2 dated 20th March 1941 referring the question of abolition of interior toll-gates in the State to the Road Classification Committee for an expression of its opinion thereon and also on the possibility of recouping at least an appreciable portion of the resulting loss of Revenue to Government by an enhancement of the rates of motor taxation.

2. Letter No.T.2043/42-43, dated 22nd January 1943 from the Secretary, Road Classification Committee forwarding the report of the Committee containing its recommendations on the subject referred to in the first para read above.

Order No. T 200-13 | R.T. 53-42-3.

Dated, Bangalore the 14th July 1943.

The recommendations of the Committee on the subject are

(i) that the four toll-gates at Thalaghattapura (Bangalore Taluk), Hampapura (Heggadadevankote Taluk), Nallurpala (Hunsur Taluk) and Tarikere where there is heavy traffic in timber and fuel and those on the recently constructed bridges at T. Narsipur, Akkihebbal (Krishnarajapet Taluk), Gorur (Hassan Taluk) Ramanathapur (Arkalgud Taluk) and Thirthahully may be retained and the rest of the interior toll-gates abolished, and

(ii) that the existing rate of vehicle tax in Mysore on private motor cycles and cars may be revised so as to bring it to the level of the rates prevailing in the Civil and Military Station, Bangalore, generally in cases where the classification of vehicles and other factors coincide and that in other cases, the rates prevailing in the Madras Presidency may be adopted.

2. It is estimated that the loss consequent on the abolition of interior toll-gates would amount to Rs.55,000/- per annum and that the revision of the rates of vehicles taxes as recommended by the Committee would approximately recoup the above loss.

3. Government are pleased to accept the above recommendations of the Committee and direct that they may be given effect to from 1st July 1943.

4. Action has already been taken separately to issue the necessary notifications in this behalf.

By Order,

Secretary to Government.
Law Department.

To

The Revenue Commissioner in Mysore.
The Inspector General of Police in Mysore.
The Secretary to Government, P.W. Department.
The Deputy Commissioners of Districts.
The Secretary, Traffic Board, and Road Classification Committee.

Agn/8. The Comptroller & Govt.

G. R. S. App. F VI—G 2]

SUBJECT .....

.....

.....

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S.O.

Diary. No. of letter replied to.....

Section RT.

File No. 53-42

Serial No. 3

General and Revenue Secretariat

( )

the *193* .

Proceedings of the Government of His Highness the Maharaja of Mysore.

Date of issue.....193 .

Signed by .....

day this be—

(i) printed?

(ii) treated as a standing order?

(iii) published in the Gazette, English Part?

(iv) translated?

(v) placed at the disposal of the press?

(vi) published in the Gazette, Kannada Part?

P.W.D.

Read— G.O. No. T. 2590/RT. 57-40-2 dated 20.3.41 regarding the question of abolition of interior toll gates in the State and the Road Classification Committee for an expression of its opinion on and also on the possibility of recouping at least an appreciable portion of the resulting loss of revenue to Govt., by an enhancement of the rate of motor taxation.

2. Letter No. T. 2043/42-43 dated 22.1.43 from the Secy., Road Classification Committee forwarding the report of the Committee containing its recommendation on the subject referred to in the first para read

Ve.

No. T. 200-13/RT. 53-42-3.

dy 14 July 1943.

The recommendations of the Committee
the subject are :—

(i) that the four toll gates at Malagattapura
(Bangalore Taluk), Hampapura (Heggada-
devankote Taluk), Nallampala (Hunsur
Taluk) and Tarikere where there is
heavy traffic in timber and fuel,
and those on the recently constructed
bridges at T. Narsipur, Attikuppal
(Krishnarajapet Taluk), Holenarasipur (Hassan
Taluk, Ramanattapura (Arkalgud Taluk)
and Nisarkalle may be retained and
the rest of the interior toll gates abolished
and

(ii) that the existing rate of Vehicle taxes in
Mysore on private motor cycles and cars
may be revised so as to bring it
to the level of the rates prevailing in
the City Bangalore, generally in
cases where the classification of Vehicle

List of En

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M. T. B.F. 12.

MYSORE TRAFFIC BOARD.

(*Continuation sheet draft form.*)

and other factors coincide and that in other cases, the rates prevailing in the Madras presidency may be adopted.

2. It is estimated that the loss consequent on the abolition of interior toll gates would amount to Rs 55,000/- per annum and that the revision of the rates of vehicle taxes as recommended by the Committee would approximately recoup the above loss.

3. Govt. are pleased to accept the above recommendations of the Committee and direct that they may be given effect to from 1st July 1943.

4. Action has already been taken separately to issue the necessary notifications in this behalf.

Secy: to Govt.
Law Dept.

To
The Revenue Commr. in Mysore.
The I.G. of Police in Mysore
The Secy. to Govt. P.W. Dept.
The Secs to Govts of Fin.
The Secy. Transport & R.T. Chamn. Committee
The Comptr. Mysore